Profile of UP's New Gas Turbines

February 2, 1959

RAILWAY AGE *weekly*

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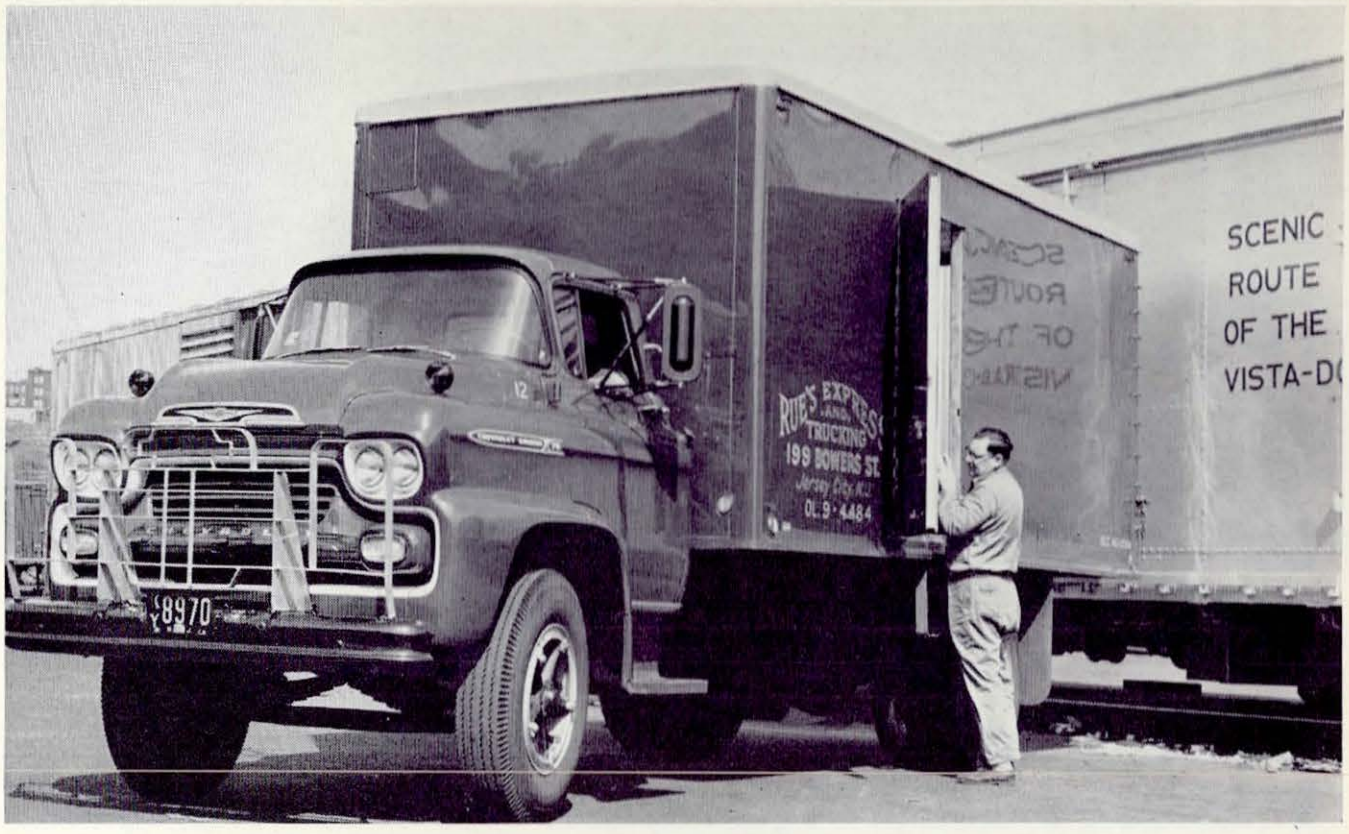
Political Reality AND THE Passenger Business

PART TWO

The Case Against Government Assistance

A SPECIAL REPORT

60 cents A Simmons-Boardman TIME-SAVER Publication



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This is how the Nickel Plate is fighting to strengthen its position as a fast, dependable freight-handling service. Standard Oil is backing up the Nickel Plate with quality diesel lubricants that help keep equipment in service longer at lower maintenance cost. Technical service on railroad lubrication problems by men experienced in this work is another way in which Standard Oil assists railroad buyers of petroleum products. Ask for one of these men to call on you. Write or call Railway Sales Department, **Standard Oil Company (Indiana), 910 S. Michigan Avenue, Chicago 80, Ill.**

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How to profit from The Transportation Act of 1958

Pay for a new automatic classification yard with the money it saves you!

The VELAC® Automatic Classification Yard System materially reduces operating cost, maintenance and damage to cars and lading.

BETTER CAR UTILIZATION. VELAC System—Union Switch & Signal's completely automatic classification yard system—speeds cars through classification far faster than ever before. It gets valuable freight cars out on the road where they make money for you. It drastically reduces the amount of time a car must wait to be made up into a revenue-producing train.

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LESS MAINTENANCE. Easier handling of cars cuts wear and tear on *cars* too . . . reduces the need for car maintenance . . . keeps them rolling longer, as well as more often. Equipment that is part of the VELAC System, of course, is built by Union Switch & Signal to perform in the rugged and reliable way that all railroad equipment must perform . . . to stay on the job with a very minimum of maintenance.

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RAILWAY AGE *weekly* February 2, 1959 • Vol. 146, No. 5

Week at a Glance

Fare experiments up for review ..... p. 9

A reappraisal of fare experiments is likely when western passenger traffic officers meet next week. Goal: a uniform approach to passenger incentives.

UP gets new giant turbine p.23

The road's fifth 8,500-hp gas turbine-electric locomotive is making its shakedown runs. Expectations are that the new unit will be more efficient and less costly to operate than its predecessors.

Symes says merger is best p.32

Pennsylvania president says coordination is no substitute for corporate marriage. By calling off merger studies, he says, the New York Central missed a chance for joint savings aggregating $100,000,000 a year.

The Action Page—'Balance transportation,' says Ike p.38

What may be the best railroad news to come out of Washington in a generation appears in President Eisenhower's recent budget message. The President has requested a study

Departments

New Equipment 31
Freight Car Loadings 31
Railroading After Hours ... 25
People in the News 34
Railway Market 31
Revenues and Expenses 26
Supply Trade 34
The Action Page 38
This Month 35
Watching Washington 10
You Ought to Know 36

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Special Report:

Political Reality

and the

Passenger Business

(PART TWO)

The Case Against Government Assistance

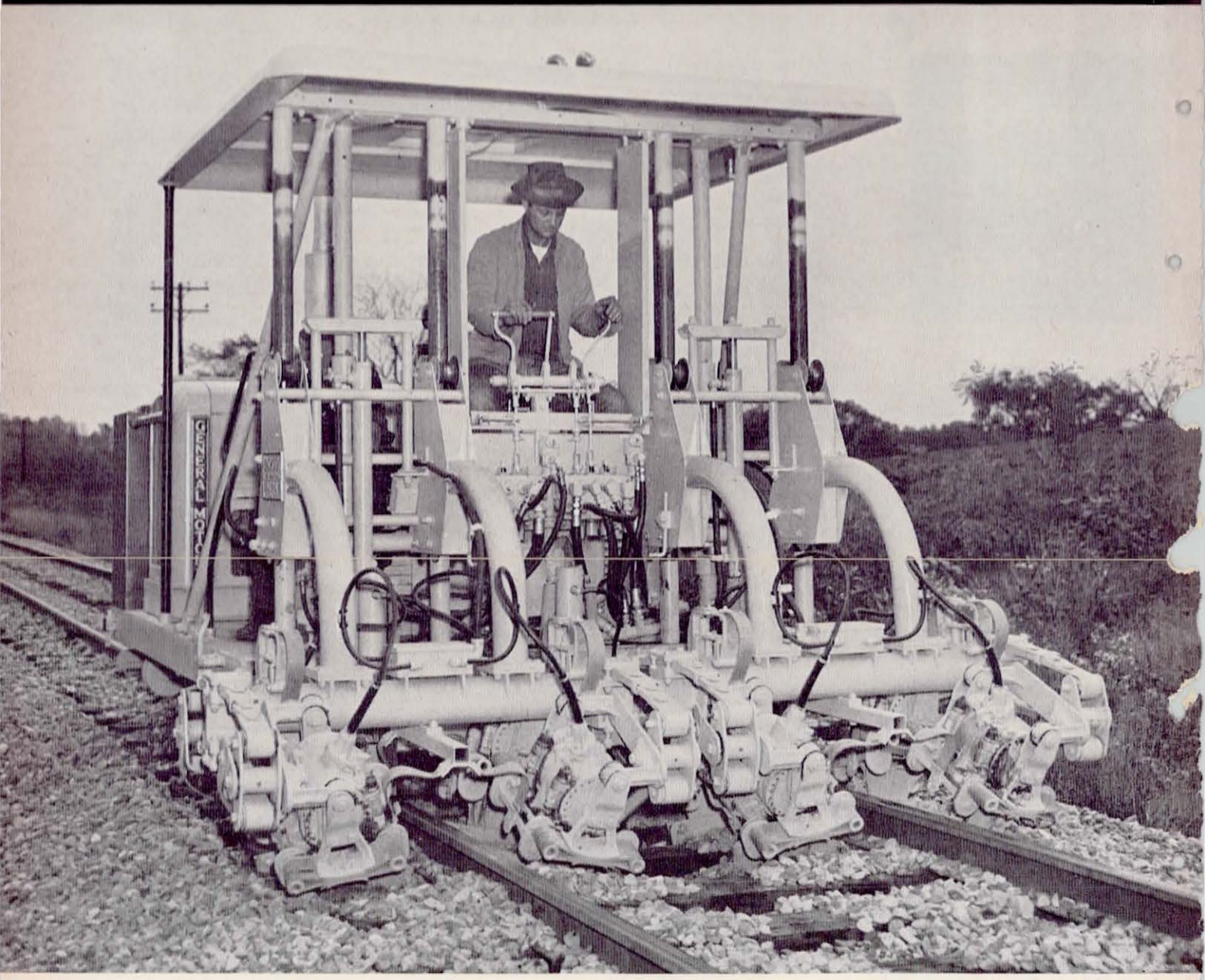
Railway Age this week reports on another important point of view within the industry—the position taken by those who oppose government aid to passenger service, commuter service especially.

The two sides of this argument are coming into sharper focus. One segment of the industry advocates such help; its position was outlined in Railway Age of Jan. 5.

The report in this issue, beginning on page 12, tells the other side. Opponents of government aid see commuter problems as local, needing local solution. Seeking a subsidy (especially a federal one), they argue, would endanger the railroads' whole social, political and economic well-being.

Cover photograph by Ewing Galloway.

more productive *than ever before*



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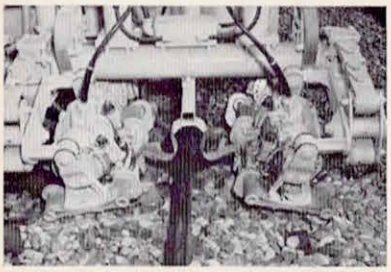
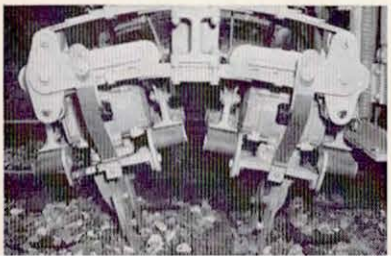


Perfect consolidation of ballast right under the rail and from end of tie to specified distance inside the rail.



Since its inception, **THE JACKSON TRACK MAINTAINER** has had no close rival in its dual function of quality production tamping and maintaining track of finest characteristics under all conditions. Now, the 1959 model, equipped with much more powerful vibratory tamping motors which deliver FORTY-TWO HUNDRED 6000-lb. BLOWS PER MINUTE to the tamping bars, further increases that wide margin of superiority which led to its adoption by the vast majority of American railway systems. Let us give you the facts which so clearly indicate your best buy, by far, is the JACKSON TRACK MAINTAINER.

Acquirement plans to suit your needs.

JACKSON VIBRATORS, INC.

LUDINGTON **MICHIGAN**

Week at a Glance CONT.

Current Statistics

Operating revenues	
11 mos., 1958....	$8,725,891,095
11 mos., 1957....	9,680,380,433
Operating expenses	
11 mos., 1958....	6,888,018,585
11 mos., 1957....	7,554,151,138
Taxes	
11 mos., 1958....	877,221,337
11 mos., 1957....	1,012,134,553
Net railway operating income	
11 mos., 1958....	683,636,809
11 mos., 1957....	863,652,558
Net income estimated	
11 mos., 1958....	511,000,000
11 mos., 1957....	664,000,000
Average price 20 railroad stocks	
January 27, 1959	108.33
January 28, 1958	70.74
Carloadings revenue freight	
Three weeks, 1959	1,604,043
Three weeks, 1958	1,614,977
Freight cars on order	
January 1, 1959..	27,596
January 1, 1958..	55,941
Freight cars delivered	
12 mos., 1958....	42,760
12 mos., 1957....	99,290

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Circulation Dept.: R. C. Van Ness, Director of Circulation, 30 Church St., New York 7, N. Y.
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that would "recommend any legislation or administrative actions needed to assure the balanced development of our transportation system." The key words, of course, are "balanced development."

Short and Significant

Winner of the eighth annual Golden Spike Award . . .

is the National Malleable & Steel Castings Co. The award is presented each year to the advertiser outside the railroad industry who is believed to have made the most outstanding contribution to a better understanding and appreciation of American railroads. James M. Sweeny, Jr., advertising manager, accepted the award in Chicago last Thursday.

Conference on the Administration's transport study . . .

will be held this week by Secretary of Commerce Strauss. He and his transport assistants—Under Secretary Allen and Deputy Under Secretary Nash—will speak with a group of industrial traffic executives. Subsequent meetings with carrier representatives are planned. The study is that which President Eisenhower announced in his recent budget message to Congress. (RA, Jan. 26, p. 10).

Strong shipper support . . .

has come to eastern roads in the so-called paint case, the first proposal of their rate-research program. The National Industrial Traffic League has asked the ICC to lift its suspension of the proposed rates which, the League says, are responsive to demands of shippers and to admonitions of the Commission. Citing the 1958 Transportation Act's rate-freedom provision, it argues that such rates should not be held up to protect competing truckers.

Rio Grande stock . . .

will be split 3 for 1 and the annual dividend rate will be increased from $2.50 to the equivalent of $3 per present share. In addition, the road plans to amend its certificate of incorporation to allow it to engage in other forms of transportation and other lines of business, when and where laws permit.

C&NW is batting 1.000 . . .

on its central agency station plan. Wisconsin's regulatory commission has joined those of South Dakota, Iowa and Minnesota in approving consolidation. North Western got permission to convert 100 one-man Wisconsin stations to associate stations, served by 81 central agency points. The commission, however, ruled against the road's request to discontinue LCL service to and from the associate stations.

CATERPILLAR'S PROJECT PAYDIRT

***PROJECT PAYDIRT** pays off for you*

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BULLDOZING: PRODUCTION UP... PUSHLOADING: PRODUCTION UP

HORSEPOWER INCREASED 18%—up to 225 from 191 (flywheel).

DRAWBAR HORSEPOWER—up to 180 from 155.

SIZE INCREASED—weight up approximately 4,400 lb. to 47,000 lbs., gauge widened to 84 inches.

LIFETIME-LUBRICATED ROLLERS AND IDLERS—never need further lubrication until rebuilding.

NEW, STRONGER, HEAVIER UNDERCARRIAGE—every component stronger through improved materials and heat treat processes.

SIX DIRECTLY REVERSING SPEEDS—high forward is 6.3 MPH, reverse is 6.4 MPH (direct drive).

DRY-TYPE AIR CLEANER—removes 99.8% of dirt in intake air even under severe operating conditions.

GREATER STABILITY—with 5,505 square inches of track on ground.

BETTER VISIBILITY—new seat placement, location of console-type controls increases operator efficiency.

DEPENDABLE OIL CLUTCH—key retained feature for direct drive; practically eliminates clutch down time.

The new Caterpillar D8 Series H Tractor is ready *now* to increase its lead as undisputed king in its size class. A major achievement of Caterpillar's all-out research program, "Project Paydirt" (see box), the new D8 has been proved by a rigorous field testing program.

This D8 is new in design, appearance and performance. It is bigger, more powerful. It incorporates dramatic new engineering advances. It is easier to operate. And *more economical* to own.

Get the full story from your Caterpillar Dealer. Then *see* this great new machine at work on your job. You can't afford not to!

Caterpillar Tractor Co., Peoria, Illinois, U. S. A.

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BORN IN RESEARCH... TESTED IN THE FIELD

CATERPILLAR'S PROJECT PAYDIRT

PROJECT PAYDIRT: Caterpillar's multi-million-dollar research program — to meet the coming challenge of the greatest construction era in history with the highest production earthmoving machines ever developed.

Fare Experiments Up for Review

Western passenger men are ready for a breather, after another round of passenger fare adjustments. Compromise among the many varied fare proposals would be welcome.

► **The Story at a Glance: Western rail passenger fare experiments have spread to a point where a reappraisal of the whole situation is in demand.**

Roads operating west of Chicago and St. Louis have gone a half-dozen different ways in adjusting fares or proposing new adjustments. And each new proposal seems to bring even less uniformity to the fare structure. Some passenger traffic officers feel the situation is already out of hand. They want a thorough review of the subject now—before a possible compromise approach becomes even more difficult.

Indications are that western PTO's will meet next week to study the problem. In the meantime, reduced fare proposals involving some five roads are being held in abeyance. Only break in the "moratorium" has come from Milwaukee and Union Pacific, which late last week filed application for short notice approval of a first-class, round-trip fare competitive with that of Rock Island and Burlington.

The traditional two-level coach and first-class passenger fare structure in the West is disintegrating—by revolution, not by evolution. And western passenger men—both the liberals and the conservatives—are worried by the possible effects of recent fare adjustments.

Pressure for some uniform inter-road approach is growing. But agreement probably won't come easily. Present opinion on fare structure ranges from an adamant defense of the two-level fare to an equally determined argument for the common fare. A sizeable segment of western opinion seems to lie in between the two extremes.

A flurry of fare activity involving some seven roads apparently set off the current push for a temporary halt to experimentation:

- Rock Island, Burlington and Katy late in January reduced round-trip first-class fares by 22.2 per cent on certain routes. Rock Island led off. The other two lines followed, on runs competitive with those of RI. Sample fare under the new tariff: $55.95, Chicago-Denver round-trip.
- Union Pacific, Wabash and Milwaukee proposed a common fare system—3 cents per mile, which represents a boost of about 8 per cent in coach fares and a cut of about 22 per cent in first-class fares. The reduction would affect both one-way and round-trip fares. Round-trip fare would be set at 166.6 per cent of one-way (differing from the RI-CB&Q-Katy plan which set round-trip fares at 140 per cent of existing one-way fares). Sample fare under the UP-Wabash-Milwaukee plan: $51.80, Chicago-Denver round-trip.
- Burlington, a staunch defender of the two-level fare, readied a proposal for a coach fare reduction.
- Missouri Pacific reportedly prepared a proposal for honoring coach tickets in Pullman cars on a wider basis than now exists on MoPac.

Only the first reduction—the Rock Island-Burlington-Katy action — has actually gone into effect. The others have been held up, pending a new look at the overall fare picture. Western passenger men are scheduled to meet in Chicago Feb. 9 to take that new look.

Rock Island's proposal, like the three-cent-per-mile plan, met opposition. Revenue losses on a per-passenger basis, some roads contend, can't be made up by increases in volume. The volume, they say, just isn't there.

Rock Island, however, can defend its position:

- The road sells a bigger proportion of one-way first-class tickets than round-trip tickets. The reduced fare is a move to promote round-trip travel.
- Some sleeping cars are operating at low occupancy ratios. If the reduced fare lures more passengers into the first-class cars, Rock Island will have additional revenue from space charges (which haven't been cut). The road is hoping for new business. But even if added sleeping car patronage is gained at the expense of coach patronage, the passenger—moving over from coach to roomette—will be paying in more revenue, in the higher rail fare plus space charge.

The opposing argument, of course, is that one chair coach can handle the present average passenger volume of three sleeping cars—and do it at a lower

(Continued on page 35)

DL&W Files 'Guaranteed' Rate

A new tariff, combining features of both "guaranteed" and "volume" rates, has been filed with the Public Service Commission of New York by the Delaware, Lackawanna & Western.

The tariff, designed to meet truck competition, has been published to become effective March 2 and to remain in force for 12 months. It will cover intrastate movement, in open-top cars, from Jamesville, N. Y., to Vestal, 81 miles, of crushed stone for use in production of asphalt paving material. Initial shipper will be the Barrett Division of Allied Chemical Corporation.

The tariff provides the following schedule of rates, all applicable to the 12-month period immediately following its effective date:

- For the first 40,000 billed tons—$1.52 per net ton;
- For the next 10,000 billed tons—$1.47 per net ton; and
- For all billed tons in excess of 50,000—$1.42 per net ton.

If the shipper should fail, within the designated 12-month period, to move the specified minimum of at least 40,000 net tons, he then agrees to indemnify the railroad by paying the normal tariff rate (higher than $1.52) on crushed stone actually moved.

The Lackawanna's proposal is believed to be the first "volume" rate to be filed with any state commission in the East. It's the second "guaranteed" rate now in the works (RA, Jan. 26, p. 7).

Railroad Crisis is Past, Says D&H President White

Delaware & Hudson President William White told a New York audience last week that "the crisis which confronted the railroad industry a year ago is past."

He added that bankruptcies, then a real threat, are now unlikely.

Mr. White was a member of a panel of 16 business leaders that discussed the topic, "Recovery: How Strong, How Long?"

Summarizing the 1959 outlook for the railroad industry, he predicted "some increase in freight traffic volume, not exceeding 10 per cent over that of 1958," but said that he did not expect "increased revenues to be translated into materially better earnings in the same ratio to the increase in volume because of the necessity for railroads to spend more money on maintenance . . . Until cash positions are materially improved," he continued, "I wouldn't look for much expansion in the field of capital expenditures except for freight car equipment."

Mr. White said that "although the railroad industry has many problems, its most vital need is freight traffic volume."

Several of the other panelists, representing industries that are traditionally big rail shippers, predicted better business in 1959. T. F. Patton, president of Republic Steel, commented that though it would have been hard to be optimistic a year ago, he now foresaw "not a record year in steel, but one of the best." I. G. Davis, administrative vice president of Gulf Oil Corp., made almost the same estimate for the oil companies.

Watching Washington *with Walter Taft*

• **LACK OF APPROPRIATION** should not be considered a barrier to use of the 1958 Transportation Act's loan-guaranty plan. That's what the ICC staff says when misgivings are expressed because the act's payment-of-guarantees provision contains only an authorization for appropriation of any money required. The misgivings arise because authorization legislation does not make money available. There must be a follow-through to legislation appropriating the authorized funds.

RULINGS of the attorney general are relied upon by the Commission's staff as it reassures questioners. The rulings came in what are considered similar cases. They are to the effect that guarantees like that offered in the 1958 act are binding obligations of the government. Presumably, the Treasury would seek and get appropriations if and when it needed funds to make good on defaults.

ROADBLOCK could be findings required of the Commission to sustain its approval of a guaranty. It must find that an applicant railroad would otherwise be unable to obtain necessary funds on reasonable terms while concluding, at the same time, that there was reasonable assurance of the applicant's ability to repay, and thus reasonable protection for the government.

• **PENSION ACT LIBERALIZERS,** including proposals to liberalize the Railroad Unemployment Insurance Act, will come up for hearing this week before the House Committee on Interstate and Foreign Commerce. The sessions were scheduled to begin Tuesday with presentations from members of Congress and the Railroad Retirement Board. Then, in turn, will come presentations of labor unions and the Association of American Railroads, the latter being scheduled for Feb. 16.

KEY BILL before the committee will be H.R.1012, sponsored by the committee's chairman, Rep. Oren Harris of Arkansas. It embodies the liberalization plan sponsored by the Railway Labor Executives' Association which nearly got through last year. The AAR then estimated that it would increase railroad costs by at least $125 million a year.

• **THE SENATE TRANSPORT STUDY** will be made. The Committee on Interstate and Foreign Commerce has decided to conduct the inquiry contemplated last year by Senate Resolution 303. That authorization has expired, but the committee has approved the successor resolution (S.Res.29) carrying new authority to make like studies. The inquiry is designed to cover problems left untouched by the Transportation Act of 1958.

• **STRIKE-INSURANCE PACT** of six major air lines will remain in effect. It has been approved by the Civil Aeronautics Board as not adverse to the public interest. The pact has suggested the possibility of like agreements in the railroad industry. It provides for payment, to a struck line, of any increased revenue, less expenses, which other member lines receive as a result of the strike.

As the Publisher Sees It . . .

". . . the slings and arrows of outrageous fortune. . ."

Back in the mid-thirties when the public was slow to buy Chrysler's prophetic Airflow cars, their engineers had a favorite saying: "Why pioneer? All you get is arrows in your fanny."

Any publisher with a set of editors worth their salt feels like a pincushion himself at times. At unpredictable times . . .

When our editors came up with their explosive OUTRAGE and TRAP issues, I was all set to duck. But what Railway Age readers fired a volley of was roses.

When our editors reported one newsworthy industry point of view in "Political Reality and the Passenger Business: the Case for Government Assistance," I expected no strong reaction. Wrong again. About half roses, half arrows.

On six following editorial pages our editors report the case *against* government assistance. Already, I can smell the roses and feel the arrows. But isn't that good, really?

Something the railroad industry needs today, in our opinion, is progressive crystallizing of industry points of view. If the best men in the industry can come to the best overall industry point of view, no one need fear for the future of the railroads.

It is the function of Railway Age—together with other newspapers and newsmagazines—to report developing ideas and points of view for all to consider. We believe in this function passionately . . . as a subproposition of the great propositions of freedom of thought and freedom of the press.

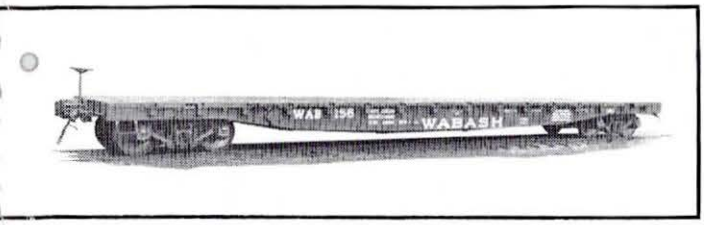
A paraphrase of one of our popular expressions says it: "May the best point of view win."

Give it a free and fair chance, and it will.

. . . . Robert G. Lewis

Where railroad progress is cast in steel....

Born in a heart of fire, this flat car underframe emerges from its mold as a single unit of cast steel with tremendous integral strength.



Flat car with one-piece cast steel underframe. These underframes provide greatest strength at minimum weight, greater availability, lowest maintenance cost.

Over half a century ago, General Steel began with a big idea that promised equally big benefits to railroads—the combining of many separate parts into a rugged one-piece steel casting.

From the great strength and durability of these castings came longer life for railroad equipment, lower upkeep cost and increased operating safety.

General Steel, together with railroads and other industries using Commonwealth Products, has become bigger and better through the years. Together they set the standard today for progress and service . . . through outstanding performance.

Specify Commonwealth castings . . . your solid investment for today and many years to come.

GEARED TO PROGRESS

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POLITICAL REALISM AND THE

A SPECIAL REPORT

Four weeks ago, Railway Age reported a point of view that has come into sharp focus in recent months—that of railroads, primarily in the East, who feel they must have outside help to halt the financial drain of commuter service.

That report, and the widely publicized "mayors' committee" meeting in Chicago the following week, served to sharpen, in turn, the opposing point of view. That position is now the subject of this report.

Spokesmen for either point of view are not yet talking about quite the same thing. Those who say government assistance should be considered are not necessarily talking about federal assistance. Some are talking only about tax relief. And many of those talking against government assistance take "government" to mean federal government and take assistance to mean subsidy in the form of outright payment.

The Case Against Government Assistance

WESTERN ROADS, like the C&NW, want no part of federal subsidy.

1 It's true, "national interest" has promoted roads, airports and waterways to the extreme detriment of railroads, but . . .

- Promoting railroad services, commuting especially, would help nobody, says the opposition. It could lead to nationalization.
- Federal subsidies for commuter trains are the most dangerous form of assistance possible.
- The commuter problem doesn't belong in the hands of the federal government, goes the argument. The real solution is back home—where those who need help must look for it.

PASSENGER BUSINESS – PART TWO

2 A three-alarm commuter problem exists in only a few cities

Of all the railroads which operate commuter trains, there are perhaps one or two which insist they enjoy their status. The others aren't at all happy to be in the business—and from a dollar standpoint their position is justified. Commuter trains are, to a railroad, low in basic efficiency, high in cost of operation—and largely a dismal failure at making money.

Rail commuter business has hit rough going in the automobile age. In the minds of many, the car is the best way to get to town and back. Dollarwise, of course, it isn't, but they think it is. Motorists don't add in all the costs—including that of the highway—when they figure what their car costs them.

Hence, some important commuter lines are in trouble. Service to New York, Philadelphia and Boston, primarily, is jeopardized unless someone —perhaps the federal government— comes to the rescue. This is what the country has been hearing from some railroads.

Opponents of assistance don't look at it that way. They think they see a way to stay in the business and break even —or perhaps to actually return a profit.

3 Federal funds to cover commuter deficits would be hard, maybe impossible, to get

Wichita, Kan., has no commuter trains. Neither does Birmingham, Ala., nor Tacoma, Wash., nor Phoenix, Ariz. The "commuter problem" is something most citizens are glad they haven't got —if indeed they even know it exists. Yet in total they have at least as much say-so in Congress as do the citizens of New York, Chicago and San Francisco.

These days, the parade to Washington for federal assistance never ends, say those who oppose it. But the supply of money for domestic uses does run out. There never seems to be enough for schools. It's the same for hospitals. Indeed, for roads and airports. Pleaders for these causes long have trouped to Washington with their promotional pitches for subsidy.

Railroads have never played the game this way. Indeed, they've opposed subsidy for so long that Congress might well turn their own arguments against them.

Senator Smathers doesn't think subsidy for commuters has much of a chance. If he's asked, the fellow in Wichita whose kids double up in classrooms probably doesn't think so either.

The New York Daily News wonders about it, too. A Jan. 24 editorial ("Leave It to Uncle, Eh?") says the business of running to Uncle Sam to cure state and city ills has been vastly overdone.

The paper notes a Connecticut legislative group wants federal aid for the New Haven. "Try again," the paper says.

4 Any subsidy would endanger railroads' whole social, political, economic posture

Railroads have built their historic case for regulatory equality on an abhorrence of subsidy, goes the argument. Traditionally, they have asked only that each form of transportation be placed on its own feet, with no publicly provided crutch to help it stand.

As Railway Age reported in Part I of this story (Jan. 5, p. 13), railroads have bitterly fought government encroachment on free enterprise. They have not opposed public improvements that benefit other forms of transportation; but they have contended, for years, that compensatory charges should be levied on users of these facilities.

Last year, Congress came to the aid of the railroad industry. True, what was passed as the Transportation Act of 1958 righted only a few wrongs and stopped far short of what the industry regards as equality in law. Yet what success railroads had reflected in large measure their position of anti-subsidy, their oft-repeated plea for an even break. If railroads seek federal subsidy now, its opponents argue, they will destroy their main argument near the height of its acceptance.

Suppose, for a moment Congress did vote funds to cover commuter losses. Railroads' competitors would forget their subsidies—if they even recognized them—and come clamoring down to the Capitol for "equal treatment." In this air-minded, highway-minded age, they'd probably get a sympathetic ear. Railroads would forsake an honest position —and be no better off than before.

Continued on page 16 ►

COLLECTOR'S ITEM

VALUE: $288,000,000

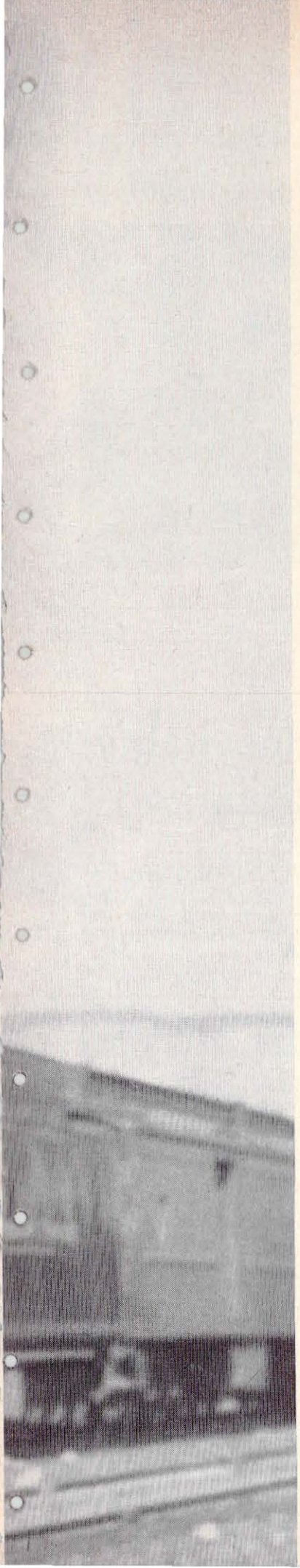
THIS is the "Four Aces". And like all steamers, it commands a special spot in the hearts of railroaders. But this particular locomotive is something extra special. It fired up an idea that can save the railroads at least $288,000,000 a year in operating and maintenance costs.

The "Four Aces" was the first locomotive in America completely equipped with roller bearings . . . Timken® tapered roller bearings. It was built by the American Locomotive Company at Schenectady in 1929. It proved that tapered roller bearings could take the load . . . run at high speeds without hot boxes.

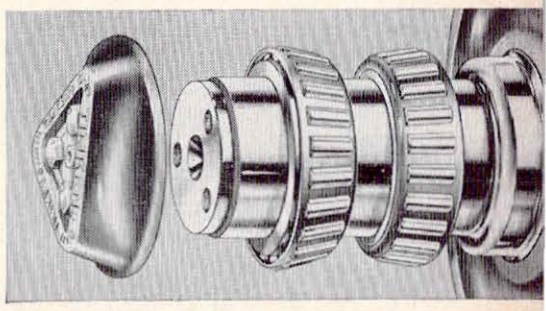
This pioneering step paved the way for "Roller Freight". It's an example of how the Timken Company has worked with the railroad industry over the years.

Now we're reaffirming our partnership with the railroads. We built a special plant that uses revolutionary methods to produce freight car roller bearings—up to 20,000 car sets a year. This unique plant is designed to help the railroads go "Roller Freight" on a planned basis—make it possible to go "Roller Freight" at minimum cost.

Today 71 railroads and other car owners have more than 26,600 cars on Timken bearings—⅔ of them in interchange. When all freight is "Roller Freight", the railroads will save that $288,000,000 yearly—$144 per car. Why not talk to your railroad friends about this planned conversion? Let your new railroad roller bearing plant help you start your savings now. The Timken Roller Bearing Company, Canton 6, Ohio. Cable address: "TIMROSCO". Makers of Tapered Roller Bearings, Fine Alloy Steels and Removable Rock Bits.



The "Four Aces", 2626, when it was on the Northern Pacific.



BETTER-NESS rolls on

TIMKEN® tapered roller bearings

First in bearings for 60 years

Opponents ask: "If subsidies were granted for commuter

Branches?

Wayside stations?

All passenger trains?

5 Subsidy is a point of no return. Inevitably, railroads would drift into nationalization

Several months ago, a large midwestern road discontinued a number of passenger trains in one big cleanup. The action was long past due. Too few persons used the trains to warrant their operation. Money saved bought two new trains for runs which did show promise.

Then, this same railroad took on the task of shaping its station service to the times. State by state, it has sought a system of agencies tuned to present-day business conditions.

Soon this road will announce that it has completely overhauled its ways of gathering basic information about its daily operations. For the first time in history, its managers can know immediately and not have to guess how well the business is going.

This road is doing these things so, in the final analysis, it can return more to its owners, pay more to its workers, give more to its customers. This is—and must be—the goal of all railroads.

Much of what this road and others like it have done has offended those who assume a vested interest in railroad waste. There are powerful influences waiting for railroads to drop their free enterprise guard. Those who oppose commuter subsidy argue that failure to hold the line would allow opponents of free enterprise to land a stunning blow.

Once subsidy is established, they contend, little could stop Congressmen from securing federal aid to keep agents in towns where they're not needed, trains running when there's too little to haul, constituents on the payroll with nothing to do.

6 Problem though he may be, the costly commuter is no industry legislative issue

A good many railroaders worry about these implications. In time, what railroads did business-wise would be governed not by managerial discretion, but by political dictum and subsidy. Nationalization would, in fact, be here.

A good many railroad executives, even some of those who lose money on commuters, rank the "commuter problem" at the very bottom of the list of topics to take up this year in Washington.

They see the problem as being localized on a few railroads. To them, it's nothing to discuss nationally because it isn't national in scope—and because Congress won't listen anyway.

In fact, one major segment of the

service, where would they be sought next?"

Rates?

Employees?

You name it?

industry openly deplores what it regards as an attempt by some roads to exaggerate the commuter situation.

Congress is the place, many railroaders think, to seek help on bigger, broader issues.

Direct and indirect labor costs still are unnecessarily immense. Much will be said on this topic this year.

Taxwise, rails deserve (1) relief from the 10 per cent passenger excise levy, (2) realistic depreciation terms, and (3) establishment of tax-free construction reserve funds.

The area of competitive equality in law is nowhere near fully cleaned up.

These are problems which affect all railroads, the argument goes. Raising a diversionary hassle over the costly commuter will gain nothing in the end—diverting attention from bigger issues.

7 The problem should be attacked where it really lies: in states, counties, towns

There is an old saying, quoted recently by a Chicago rail executive, that people have the kind of government they deserve. Perhaps, in the long run, commuters have had the kind of service they deserve, too.

All too often, commuters appreciate the railroad business only enough to complain about equipment and schedules and to oppose increases in fares. Yet commuters are, by and large, better off financially than many who drive to work or use local transit. They should be able to see the problem more clearly—and be better able to pay what the service costs.

If they don't see and won't pay now, trotting down to Washington with the problem won't help a bit. It would be absolutely the worst thing to do, say those who oppose such a course.

Bringing in the federal government, they point out, would forever establish the commuter problem in the federal domain—where it doesn't belong. No federal policy, no federal grant, can strike directly at the core, can help solve the dilemma without creating a bigger one.

According to many within the industry, commuter railroads which profess to have dire problems today have them largely for two reasons:

1) The traffic problem for which they were built isn't there any more;

2) The political atmosphere in which they operate won't allow them to adjust to the realities of business today.

Federal aid won't bring commuters back in any appreciable volume.

Federal aid won't bring new political thinking to bear on the problem. Rather, it would tend to perpetuate thinking that now exists—there would be little reason to think anew.

State commissions which have regulated commuter roads into near bankruptcy, counties and cities which have taxed railroad properties beyond all reason—these are the places railroad men must go for a solution. Here and nowhere else lies the real problem.

But state and local officials will not budge until railroads—and the voting public—place the cause of the commuter dilemma squarely and incontrovertibly in their laps.

The soft spot in a politician is his reputation, his ability to "do things" for his constituents. Local public officials must understand that solving the home town commuter problem at home is good business.

8 If unenlightened state commissions are bailed out, how will progress be made?

Here's what would happen if federal subsidy covered commuter losses: railroads, besides being a medium for moving people and goods, would become a medium for moving tax money out of the federal treasury into local projects. And about all they'd get for their trouble would be a pushing around.

Railroads' high taxes would still be collected. They'd still be used for what they're used for now. Nothing would be changed—only covered up. But to many a political mind, the "commuter problem" would no longer exist. Why, then, worry about it any more?

These are things that concern nearly every rail executive. Particularly in the West, they want no part of it.

And there's something else to consider: as the problems of various commuter roads differ, so do approaches to the problems by the various public bodies involved.

From what has been said lately, Eastern roads apparently have found most state commissions in their area uninterested in their plight. Every report indicates that. Yet, in contrast, the Illinois commission has approved major modernization or rate proposals of several roads.

Can all public bodies, therefore, be regarded as unenlightened?

9 Whatever answer may be sought, it must fit the problem . . .

It may be that commuter railroads never will find common ground on which to agree about solving this problem.

There may be, in truth, no common ground simply because there is no common problem.

Eastern commuter carriers are in trouble. They blame it on high taxes, low fares and unrealistic regulation. No one argues that these conditions don't exist. Why they exist is another question.

Western commuter lines, those serving Chicago especially, have their problems, too. Their taxes are higher, proportionately, than other Illinois industries. Some could use higher rates.

But there are some things in which the situation in the East and Mid-West differs. Equipment replacement and upgrading poses far less a problem in Chicago. In fact, nearly $6,000,000 will be spent this year on new rolling stock by one road. Another is completing a huge CTC program in suburban territory to give itself more track room.

Little wonder positions differ when public assistance is mentioned. Yet there's every reason to keep up the search for a position both Eastern and Western roads can adopt with all sincerity.

"Chicago Plan" promotes self help; AMA suggests quasi-

Federal subsidy, at least as one big segment of the industry sees it, won't solve the commuter problems of any railroad. Enlightened, improved political conditions at the state level might.

How to get these conditions rapidly enough to do some good is the question. Admittedly there's no ready answer. Eastern roads, for example, contend they've tried hard already. Some roads appear lately to be trying a novel shock treatment—drastic statements, attempted abandonments and the like. That may indeed be one way out.

Chicago commuter roads, on the other hand, are frankly opposed to the drastic approach. They do have a legislative proposal of their own, one now being studied by the Illinois Mass Transportation Commission. A bill in the Illinois legislature this session should grow out of it.

Essentially, Chicago commuter roads want:

- The right to manage a service in changing times. The roads seek permission to revise fares and schedules as they see fit, free from prior suspension by the Illinois Commerce Commission. The commission would have full rights to investigate, but only after the revisions had a chance to demonstrate their value.
- A modification in the basis of ad valorem taxation. The railroads regard this not as tax relief but as a correction of an historically unjust tax structure. Simply put, it means taxation on the same basis as other industries.

One thing that plagues Chicago roads is the memory of Chicago surface lines' downfall. Denied for years the right to raise fares, the city's transit system slowly sank into financial ruin. Its successor, the Chicago Transit Authority, is required by law to charge rates which cover costs. Yet today CTA sees the need for $315 million over the next 20 years from sources other than its riders and private capital.

The American Municipal Association thinks it sees a method by which Congress could come to the aid of commuter lines financially. Its proposal was made at the recent Chicago meeting of mayors and railroad presidents (RA, Jan. 26, p. 42), and is still under study. Some observers have expressed the opinion that within the AMA suggestion, or something close to it, is a pos-

The basis for that position already exists, at least in theory: any transportation service which is truly in the public interest can be made self-supporting by efficient management. It's a theory which, many think, applies to commuter service no less than it applies to the many other services railroads perform.

10 ...And federal subsidy for commuters cannot be part of a healthful solution

Opponents of government aid cite compelling reasons, both ideological and practical, why federal subsidy—or subsidy from any sources—must not be permitted to enter and complicate the railroad scene.

Railroads alone among transportation forms can honestly say they owe the taxpayers nothing for the plant and equipment with which they do business. The land grant argument still crops up now and then, but the answer is handy. Railroads paid back the cost of that land many times over in reduced government freight rates. To lose this position now, the argument runs, would dilute the industry's whole case for competitive equality. It would weaken their overall effort for legislative relief.

Subsidy, moreover, is an insidious infection. Once allowed to start, it can grow rapidly and is almost impossible to stop. Once applied to the commuter business, there is no logical reason why —if you've a mind to think that way— it shouldn't be applied to all losing passenger services, all services, in fact. Railroads probably stand today as the last outpost against socialization of the country's transport industry. And when transport goes, all industry is endangered.

On the practical side, there are alternatives. There have been programs of commuter relief which are politically more palatable. They strike much closer to the heart of the problem. They stand a better chance of bridging the gap in the industry's own attitudes. Two of these programs are outlined in the box below.

But distill all the reasons and one fundamental thought stands out clearly: subsidy all too often is a payment in lieu of sound economics. It masks the symptoms of a basic illness. Subsidy, like aspirin, might make the illness more bearable, but it will never cure it. The problem would remain.

The side effects of subsidy are as dangerous, perhaps, as the disease it hides. What incentive is there for management, or labor, or regulators, to work toward the betterment of an operation if the federal government stands ready to cover any losses? Would commuter service ever be any more efficient than it is now if it were insured against deficits?

The one thing railroads need to pull their commuter business back into the black before it's too late is permission to operate their business the way a public agency would, if it came to that.

Railroads have a superb argument in fighting for their right: let private, tax-paying management do the job and the cost, overall, will be far less.

Railroads with the worst commuter problem appear to have the strongest case.

The seed of socialization has been sown; indeed, it has begun to sprout. Why encourage its growth with pleas for subsidy?

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federal approach

sible solution to the overall commuter crisis—and one which Western roads won't oppose.

The AMA recommended formation of a Federal Railroad and Transit Equipment Administration. Its basic financial structure would be similar to that of the Federal National Mortgage Administration—"Fanny Mae."

The government body could:

- Buy railroad and transit equipment and rights-of-way and lease it back to railroads or other operating groups;
- Buy the facilities and lease them to municipalities, transit companies or transit authorities;
- Guarantee loans to do either.

Under the setup, debt contracted by the agency would not be considered part of the U. S. public debt. No appropriations would be needed by Congress. The AMA sets the monetary needs for commuter purposes at $500 million—but declares that the guaranteed loans afforded by the Transportation Act of 1958 are inadequate. Railroads would use these loans first for freight equipment, AMA says, leaving little for commuters.

Whatever the solution, say those who oppose subsidy, the commuting public stands to benefit if mass transportation is allowed to prosper and grow under private management, free from subsidy or other government aid. Highway taxes, in the long run, will be far less if commuter transportation keeps the level of automobile traffic down.

Chairman Ben W. Heineman, strongly anti-subsidy despite a huge commuter business on his Chicago & North Western, went before the Illinois commission just last year with a program of drastic revisions. He got them, and they're paying off. At the time, he said:

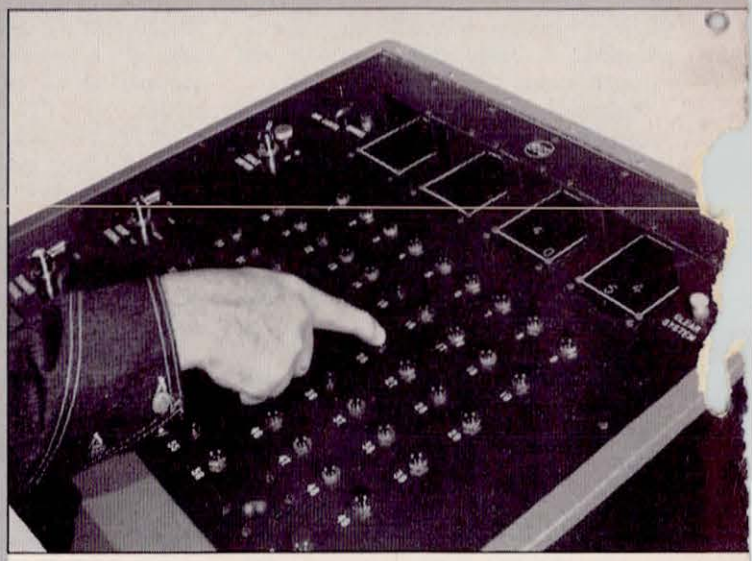
"A slow, uncomfortable and unreliable ride even at low rates, we are convinced, would not make our service competitive with the automobile. Conversely, a swift and reliable service in modern air-conditioned equipment will, we are equally convinced, prove competitive with the automobile at rate levels higher than we propose."

By and large, Chicago commuter roads believe this is true. The problem now facing Eastern commuter lines is to see if this approach will save them from the crisis they're in.

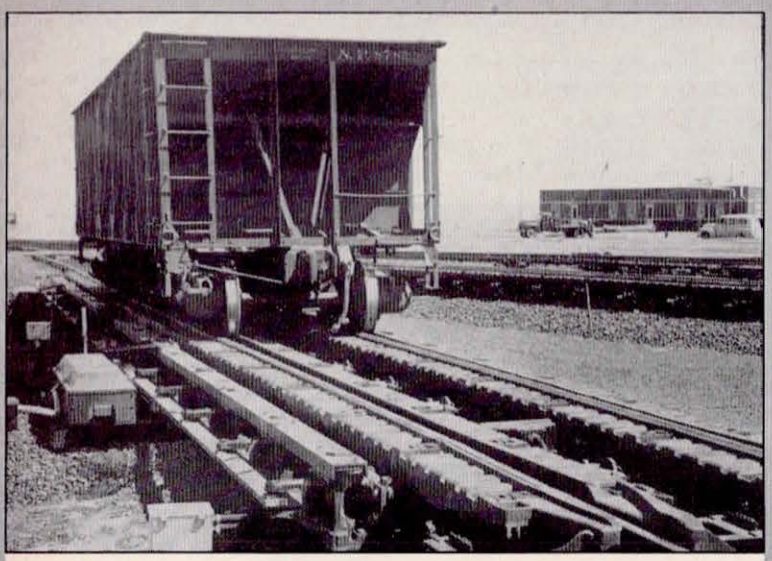
GRS achieve in car classif

LOOK AT THE REC

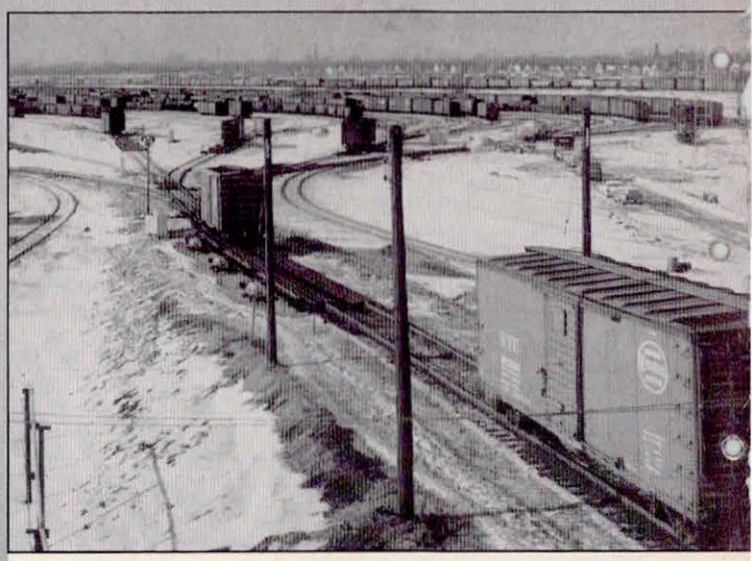
Electric car retarders—the first commercial retarder installation was by GRS. Proved by over 30 years of service and experience, the all-electric retarder is the only design that exerts pressure *even when power is off*.



Automatic switching—developed by GRS. You route a car by simply pushing a button—*the switches line up automatically* ahead of the car. A magnetic memory system can be supplied to give programed switching of entire trains.



Radar speed control. GRS was the first to apply radar in controlling freight car speeds, using the Doppler principle. This was a major advance toward complete electronic yard automation.



Fully automatic speed control—developed by GRS to give automatic control of release speeds of cars from retarders. Radar speed control was modified to compensate for rolling resistance, as no two cars behave exactly alike. Another giant step forward.

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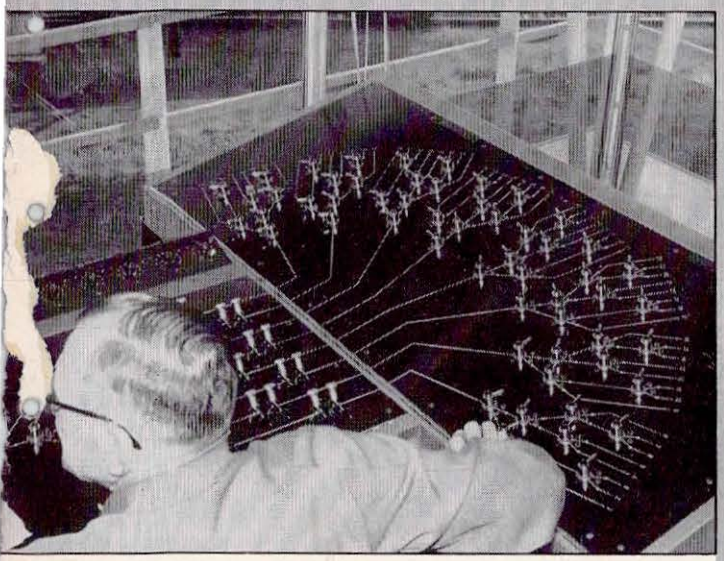
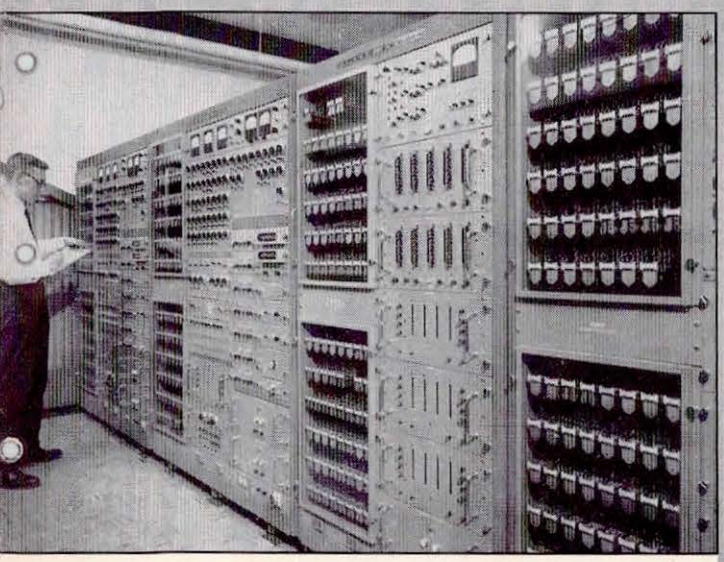
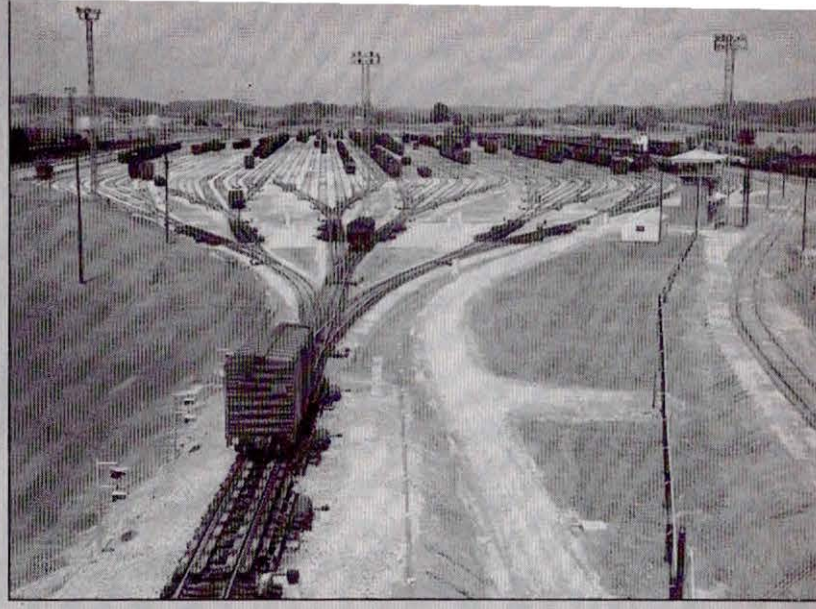
ORD



Diagrammatic control panel—developed by GRS, an application of human engineering. All tracks, switches, retarders, etc. are displayed on the panel in logical relationship. All controls are within easy reach.



Precision electronic analog computer. The heart of Class-Matic yard automation. Takes into account every pertinent factor, including distance-to-go to coupling *based on the actual rest position of the last car.*



Starting with the all-electric, all-weather car retarder, GRS engineering has contributed a steady flow of advances in the field of car classification. The major achievements—automatic switching, radar control, electronic automation—all have come from the laboratories of GRS—all have proved themselves in service.

Even in the details, GRS has been in the forefront: photo-electric cut detection; built-in test facilities; fast acting, fully trailable, electric switch machines. The problem of dependable track shunting, so important in yard automation circuits, was solved by the GRS impulse track circuit.

GRS now offers the ultra-modern Class-Matic system. Complete electronic automation for classification yards, directed to these ends—faster classification, safer coupling, lower operating costs, and improved service to your customers.

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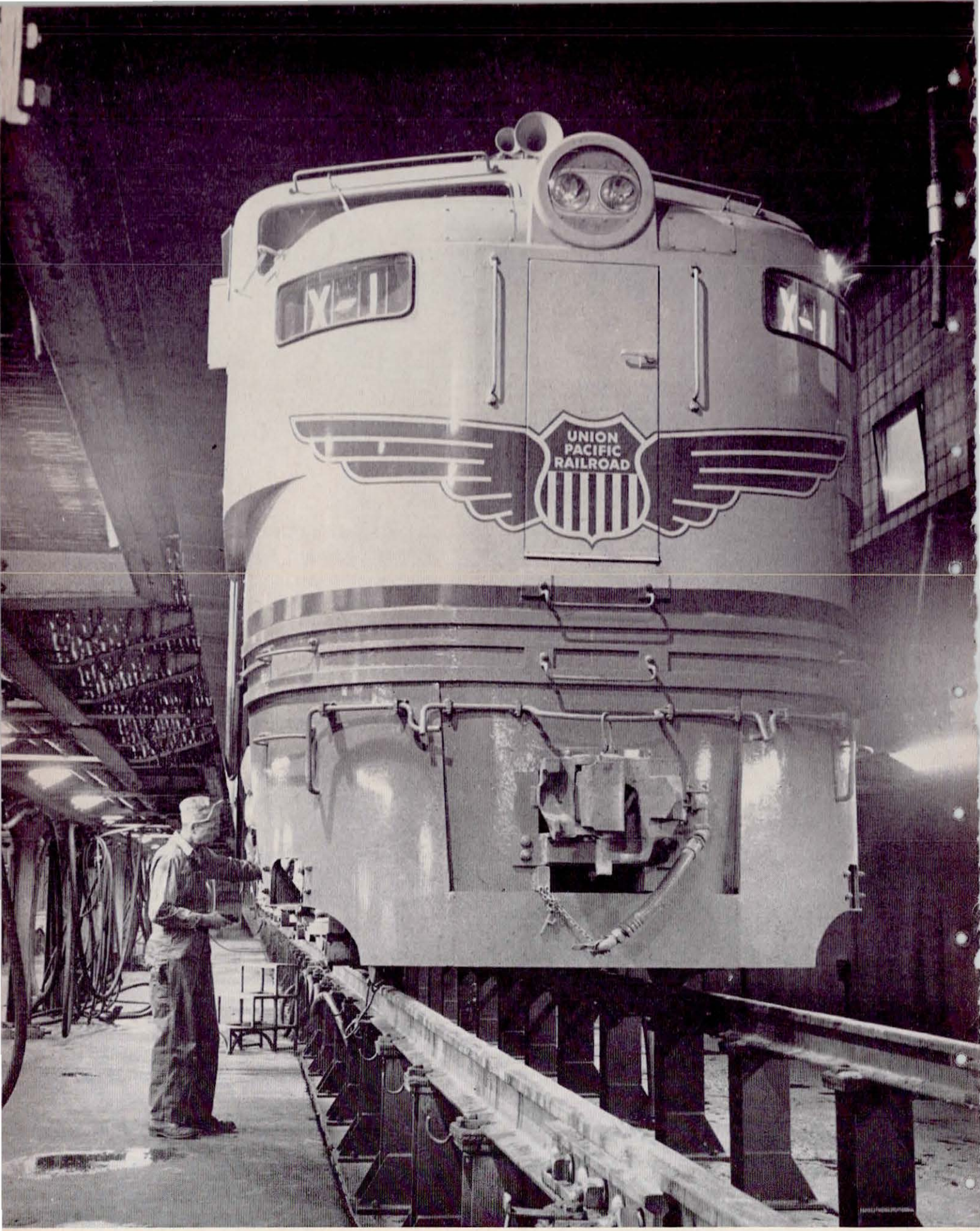


BIG TURBINE, shown in UP's Council Bluffs "lubritorium," can be serviced in any diesel facility.

AWAITING CREW, turbine No. 1 stands outside Council Bluffs service terminal. Locomotive can be hostled or operated downhill on dynamic brake on power provided by auxiliary diesel.

UP gets new 'Giant' Turbine

Just seven years ago, Union Pacific received the first of 25 gas turbine-electric locomotives which crammed 4,500 hp into a single car body. At the time, the engines were unique because of their power-to-size ratio. Today, however, they're regarded around the railroad as "little" turbines. A bigger and more powerful locomotive has been built around the gas-turbine power plant. UP recently put to work the fifth such engine to be received from General Electric since last June. If the road's expectations are met, the new turbines will be more efficient, and less costly to operate and maintain, than their "little" predecessors. And they'll be excellent fast freight locomotives as well.

Union Pacific motive-power officers are watching attentively as the road's fifth 8,500-hp gas turbine-electric locomotive makes its shakedown runs up and down the railroad.

The new freight-hauler is one of eight currently coming from General Electric. Like its sisters, it is possibly the largest internally powered locomotive ever to pull a train in the U.S.

The UP long has been a road which could use motive power of high horsepower and massive proportions. Like many other western roads, it is caught between the necessity of running heavier trains for cost reasons and faster trains for competitive reasons. GE's new turbines fit nicely into the picture.

From end to end, they measure 132½ ft. Add the fuel tender and total length is just a fraction under 179 ft. Fully loaded, they weigh 420 tons, less tender. They develop 7,000 hp at the rail. Their continuous tractive effort at 18 mph is 146,000 lb.

The big two-unit turbines reached UP rails only after some rough moments in design, construction and testing. In fact, the first of the lot was delivered about a year later than had been scheduled. Trouble developed during factory tests of the huge new turbine, the single shaft of which turns on only two bearings. Belt drives on the traction motor blowers caused some headaches, too. And experience with the first of the big locomotives, plus a change in UP's plans regarding operating territory, prompted a modification in electrical circuits.

Uncomplicated Design

The locomotives originally were designed to keep the electrical circuits as simple as possible. The three traction motors on each truck were permanently connected in parallel and wired to one generator. There was one step of field shunting.

Studies conducted by the UP some time before the first locomotive was delivered indicated, however, that this hook-up might have its drawbacks. It would provide sufficient voltage for existing schedules over UP's more mountainous divisions, but not enough for high-speed operation across the flats. So a new stage of transition was added, beginning with the fifth locomotive.

Above 42 mph, two generators are connected in series and wired to supply six traction motors. The motors, themselves, are connected in parallel. Result: generator voltage is increased from 800 to 1,200, and the locomotive has the additional power it needs for higher speeds.

General Electric's newest 752 traction motor provided the additional insulation needed to handle the increased voltage.

The first four locomotives may be modified to conform to the others.

All along, UP has predicated its investment in gas turbine-electrics on this basis: The high cost of a turbine's fuel consumption can be more than offset by savings in using low-cost residual fuel, by savings in the cost of main-

(Continued on following page)

Inside the UP's Two-Unit Turbine Locomotive

The big turbine's A unit contains nearly all of the necessary auxiliary equipment. The B unit houses the massive turbine, itself. Here's how the parts are located:

A Unit

- Operating cab and controls.
- Auxiliary 850-hp Cooper-Bessemer diesel engine which drives a d-c generator, two water-cooled Gardner-Denver air compressors, the traction motor blower for the A unit, a battery-charging generator, a radiator cooling fan, and a water pump.
- Two of the locomotive's three dynamic brake assemblies.
- Air-brake equipment.
- Battery boxes.
- Diesel fuel (2,500 gal) for the auxiliary engine and for turbine starting.

B Unit

- The gas turbine.
- Four main generators.
- Reduction gear assembly.
- Generator blowers.
- The third dynamic brake assembly.
- Traction motor blower for the B unit.

The turbine, itself, has a rated speed of 4,860 rpm. It consists of a 16-stage axial-flow compressor, 10 combustion chambers, and a two-stage turbine. Normally, it requires 125,000 cfm of air and will burn between 750 and 800 gal of residual fuel an hour at full load.

(Continued from preceding page)

taining far fewer moving parts than a diesel has, and the economics inherent in getting as much horsepower as possible out of a minimum number of locomotive units.

The 8,500-hp turbines are, to a large extent, a refinement of these goals. Their development probably hasn't brought the turbine any closer to being suitable as a way-freight or switching locomotive, but it wasn't intended to. Nor are the big engines exactly the simplest locomotives ever built. But they have been geared into UP's operations with much less mechanical trouble than the road experienced with its first turbines seven years ago.

The very size of the locomotive's turbine forced UP and GE to design a locomotive consisting of two units. They, therefore, had plenty of room, comparatively, to put the components where they were better accessible for maintenance. Two-unit design also permitted abandonment of the four-truck arrangement used in earlier turbines. Gone were the span bolsters and other related headaches, including a complicated system of cooling traction motors. Moreover, an extra 2 ft of carbody space was achieved, again helping the space problem inside. The six-wheel trucks are of new design, providing equally spaced axles and good accessibility to the three traction motors.

NEWEST TURBINE whistles into Dale, Wyo., at west end of UP's new Sherman Hill low-grade line, with a tonnage train. Five locomotives delivered to date are running between Council Bluffs and Ogden.

The big turbines can do without a sometimes troublesome piece of apparatus which was designed into their little predecessors—a steam generator used to heat the heavy residual fuel. UP's 4,500-hp turbines carried fuel in a body tank and, later, in a tender. It was necessary to heat the heavy oil so it would flow freely. The 8,500-hp locomotives carry residual fuel only in the tender. Fuel is heated before the tender is filled, and 4 in. of glass wool insulation keep it warm. Standby steam can be used to heat the tender at terminals. Emergency electric heaters are provided for use on the road, if necessary.

Despite its added size and power, the turbine in the new locomotive operates slower than its predecessor. And its control is simplified, too. Here's how the turbines are rated in UP's two locomotive sizes:

Locomotive road numbers	51-75	1-8
Rated horsepower	4,870[1]	8,500[2]
Drawbar horsepower under above conditions	3,800	7,000
Turbine rated speed, rpm	6,900	4,860
Air requirements, cfm	81,000	125,000

[1]At 80 deg F and 1,000-ft elevation
[2]At 90 deg F and 6,000-ft elevation

In the smaller locomotives, the turbine is started with a four-position switch in the cab. Each position covers a phase of the starting sequence.

The new locomotives are completely automatic. The control mechanism is simpler and more maintenance-free. It consists of a 20-step air-driven controller which is started by pressing a button on the cab control panel. The starting sequence is automatic, as is the shutdown sequence. In both locomotive types, the turbine is cranked by a main generator using current supplied by the auxiliary engine-generator set.

In sum, UP's new big turbine locomotives appear to stack up like this:

- If they prove out as expected, they'll be a key to railroad utilization of residual fuels now priced considerably below diesel distillates.

They constitute a distinct mechanical advantage over original gas turbine-electric locomotives—and over diesels as well.

- And they've given UP a reliable locomotive which could well be valuable in the race for higher horsepower.

Railroading After Hours with Jim Lynch

LIGHT LOADING LCL—There's always a lot of talk about light loading of LCL cars. I saw some figures the other day from one railroad which indicated that 18% of its LCL cars were loaded to 100 per cent of cubic capacity; and over 50 per cent were loaded to half or better of cubic capacity. The inference is, of course, that it isn't inefficient loading that makes the average tonnage of these cars so low, but that most LCL nowadays is "balloon freight."

RAILROAD SYMBOLS—In looking over a lot of railroad monograms, I wonder if there aren't some of them that signify something besides the company name. On the cover of our January 19 issue we printed a picture of the Roman god Janus—the fellow with one face looking forward and the other backward, to symbolize the Review and Outlook theme of that issue (emphasis on the forward, of course). The meaning of some railroad symbols is pretty evident (for example, those of the Santa Fe and Union Pacific). Are there any of them with meanings not so evident to the uninstructed?

SHORT-HAUL COUNTRY—Traveling Freight Agent R. P. Van Kirk of the Ann Arbor has sent along a lot of information—not only about British railway terminology, but about operating conditions, which are far different from those on this continent. For example, he says that the average "goods train" breaks up every 16 mi. and that the average load is about 500 long tons.

The light train loads and the relatively short hauls—not only in Britain, but in the rest of Europe—are one of the reasons that I am optimistic about the ability of the North American railways to overcome truck competition. If those railways can hold their own (as they seem to be doing relatively well) with their short average hauls and light loads, then certainly in North America we should be able to do somewhat better. The only advantages that I can see, that the European railways have over ours, is their almost complete freedom from rate regulation; and their smaller train crews.

MEXICO TO NOGALES—I see where the National Railways of Mexico and the Ferrocarril del Pacifico (formerly Southern Pacific of Mexico) have established daily through sleeping car service between Mexico City and Nogales. The trip takes 2½ days, with a lay-over of about 10 hr at Guadalajara—during which time passengers are invited to leave their baggage in their Pullman space, using their free time for sight-seeing.

This ought to make an interesting and comfortable trip. I have never been on Mexico's west coast, but I remember hearing about it, for the first time, many years ago from A. E. Stilwell, who organized the Kansas City, Mexico & Orient, and who intended to make the town of Topolobampo the Pacific terminus of his railroad. He built parts of it but was unable to complete it. Mr. Stilwell told me he got his advice on where to build railroads by intuition (he called it "the brownies").

LAREDO TO MEXICO—I've always wondered why there's not more hoorah by travel writers about train travel from Laredo to Mexico City. Tourists visit Mexico by the thousands, mostly by air, and hence miss a real look at that unbelievably scenic country. On the southbound trip, you get up in the morning around the city of San Luis Potosi—and ride all day long to Mexico City by daylight through what looks like one movie set after another.

All this is completely missed by the thousands of tourists who fly down, visit a few exotic night clubs (which are practically the same wherever you go) and fly back. They see very little they could not have seen in museums and entertainment spots in any large city at home. By rail they *really* see something.

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF OCTOBER AND TEN MONTHS OF CALENDAR YEAR 1958

Name of Road		Average mileage operated during period	Operating Revenues				Operating Expenses										Operating ratio		Net from railway operation	Railway tax accruals	Net Railway operating income	
					Total (inc. misc.)		Maint. Way and Structures		Deprec. and Retirements	Maint. Equipment		Deprec. and Retirements	Traffic	Transportation	Total	Total						
			Freight	Pass.	1958	1957	Total 1958	Total 1957		Total 1958	Total 1957				1958	1957	1958	1957			1958	1957
Akron, Canton & Youngstown	Oct.	171	503	....	514	585	58	82	6	68	74	15	38	153	363	425	70.6	72.6	151	81	49	46
	10 mos.	171	4,203	....	4,304	5,558	523	733	55	648	724	148	392	1,445	3,484	4,038	80.9	72.7	820	451	169	458
Alabama, Tenn. & Northern	Oct.	214	305	....	309	370	50	49	6	10	16	6	4	83	151	159	48.8	43.0	158	9	68	62
	10 mos.	214	2,507	....	2,535	3,273	495	493	58	222	162	56	41	866	1,665	1,606	65.7	49.1	871	117	189	399
Atchison Topeka & Santa Fe	Oct.	13,086	48,945	2,802	56,552	53,077	7,432	8,119	816	10,044	10,800	2,349	1,400	18,121	39,244	40,993	69.4	77.2	17,308	8,956	7,471	4,802
	10 mos.	13,116	409,245	32,941	485,949	506,485	60,823	75,671	8,076	94,903	105,486	23,243	13,072	172,337	364,490	393,329	75.0	77.7	121,459	67,022	50,405	46,783
Atlanta & St. Andrews Bay	Oct.	81	398	....	402	385	29	37	3	30	31	8	9	76	166	163	41.4	42.4	235	111	88	81
	10 mos.	81	3,504	....	3,541	3,817	338	414	34	296	296	74	70	708	1,627	1,679	45.9	44.0	1,914	897	671	778
Atlanta & West Point	Oct.	93	249	22	330	322	41	47	7	51	60	14	17	150	279	294	84.5	91.0	51	17	12	—4
	10 mos.	93	2,271	233	3,040	3,176	369	439	68	519	610	143	169	1,466	2,735	2,909	90.0	91.6	305	182	—101	—26
Western of Alabama	Oct.	133	274	18	334	351	42	61	8	56	61	19	19	133	271	302	81.2	86.1	63	42	23	23
	10 mos.	133	2,669	215	3,263	3,363	445	514	85	557	654	192	195	1,347	2,756	2,969	84.5	88.3	507	361	185	231
Atlantic Coast Line	Oct.	5,306	10,962	840	12,774	13,144	1,829	1,998	182	2,427	3,175	646	454	4,992	10,353	11,239	81.0	85.5	2,421	1,500	718	553
	10 mos.	5,299	101,686	12,474	123,712	136,561	18,150	20,417	2,033	23,444	29,678	6,650	4,526	50,556	103,440	115,257	83.6	84.4	20,272	9,225	6,400	7,805
Charleston & West. Carolina	Oct.	343	631	....	644	609	138	133	6	88	89	29	22	175	441	454	68.5	74.5	203	120	107	82
	10 mos.	343	5,693	....	5,821	5,950	1,178	1,402	77	853	986	290	215	1,714	4,135	4,569	71.0	76.8	1,687	1,050	642	699
Baltimore & Ohio	Oct.	5,935	31,026	1,128	34,670	41,292	3,741	4,519	571	6,421	7,398	1,142	979	14,184	27,203	31,697	78.5	76.8	7,467	1,837	3,496	4,474
	10 mos.	5,940	283,744	12,472	318,424	391,066	32,518	44,777	5,666	55,064	72,662	11,382	9,419	139,768	254,771	312,653	80.0	80.0	63,652	20,328	24,917	32,966
Staten Island Rap. Trans.	Oct.	29	197	84	288	305	63	59	12	41	38	2	2	162	303	294	105.5	96.2	—16	45	—86	—64
	10 mos.	29	2,105	718	2,830	2,745	555	583	113	367	360	18	21	1,578	2,852	2,866	100.8	104.4	—22	452	—714	—859
Bangor & Aroostook	Oct.	602	763	22	841	950	203	183	17	288	261	117	28	264	851	853	101.2	89.8	—10	Cr.81	174	218
	10 mos.	602	11,293	231	12,006	12,932	2,872	2,627	193	2,858	2,673	1,139	325	3,452	10,370	10,302	86.4	79.7	1,637	662	2,107	2,521
Bessemer & Lake Erie	Oct.	203	2,313	—1	2,334	2,843	237	317	24	505	732	138	38	489	1,421	1,952	60.9	68.7	914	734	570	562
	10 mos.	206	15,269	....	15,420	25,826	2,509	2,322	347	5,034	6,730	1,399	420	4,401	13,815	16,115	89.6	62.4	1,605	2,713	1,594	6,516
Boston & Maine	Oct.	1,570	5,380	615	6,760	7,488	840	1,068	146	870	813	293	137	2,887	5,142	5,674	76.1	75.8	1,617	649	495	631
	10 mos.	1,570	49,415	7,336	64,100	72,163	9,075	10,081	1,508	8,710	8,945	2,933	1,483	29,818	53,114	57,520	82.9	79.7	10,986	5,104	851	4,875
C. P. R. Lines in Maine	Oct.	234	374	51	451	376	115	132	15	74	71	17	8	143	357	397	79.1	105.7	94	32	2	—99
	10 mos.	234	5,649	499	6,420	6,012	1,244	1,202	167	940	1,022	173	87	1,900	4,346	4,760	67.7	79.2	2,074	335	1,034	384
Carolina & Northwestern	Oct.	284	286	....	292	321	49	52	7	28	21	21	5	83	181	184	61.8	57.4	112	22	23	42
	10 mos.	284	2,590	....	2,650	3,029	479	572	68	298	199	199	52	766	1,747	1,729	65.9	57.1	903	193	362	532
Central of Georgia	Oct.	1,763	3,391	98	3,743	3,852	487	560	47	679	623	194	164	1,493	3,010	3,039	80.4	78.9	733	164	628	507
	10 mos.	1,763	31,688	1,223	35,233	36,853	5,729	5,448	479	6,512	6,254	1,912	1,692	14,597	30,414	29,925	86.3	81.2	4,820	2,123	3,124	4,252
Central of New Jersey	Oct.	600	3,937	486	4,790	5,339	527	692	127	821	885	182	75	2,216	3,876	4,147	80.9	77.7	914	475	263	428
	10 mos.	602	36,509	4,997	44,871	50,249	5,309	5,826	1,257	7,684	8,893	1,497	733	21,715	37,773	40,279	84.2	80.2	7,098	4,695	430	3,052
Central Vermont	Oct.	375	805	45	931	915	169	178	21	104	112	9	17	364	695	722	74.7	78.9	236	52	59	8
	10 mos.	378	7,610	552	8,882	9,671	2,654	2,730	192	1,050	1,113	95	184	3,637	7,928	8,252	89.3	85.3	954	513	—991	—525
Chesapeake & Ohio	Oct.	5,131	31,011	480	33,235	39,340	3,570	4,533	479	5,165	6,287	1,855	758	10,827	22,150	25,668	66.6	65.2	11,085	4,788	6,819	7,567
	10 mos.	5,131	270,990	5,238	293,326	366,260	31,410	43,907	4,687	48,927	59,755	18,722	7,779	105,544	210,286	247,922	71.7	67.7	83,040	33,979	50,493	65,968
Chicago & Eastern Illinois	Oct.	862	2,911	139	3,320	3,195	389	716	29	499	538	149	133	1,224	2,427	2,849	73.1	89.2	893	207	443	158
	10 mos.	862	25,465	1,710	29,572	32,039	3,720	4,052	311	4,871	5,328	1,501	1,419	11,914	23,630	25,046	79.9	78.2	5,942	2,041	1,611	3,180
Chicago & Illinois Midland	Oct.	121	514	....	534	743	39	45	7	113	118	24	30	135	359	394	67.1	53.0	176	105	79	150
	10 mos.	121	4,829	....	5,018	6,758	392	481	84	1,031	1,081	242	307	1,382	3,538	3,860	70.5	57.1	1,480	805	556	1,263
Chicago & North Western	Oct.	9,289	17,655	1,309	20,706	20,290	2,979	3,071	443	2,810	2,994	950	643	8,028	15,654	16,081	75.6	79.3	5,052	1,400	2,403	1,883
	10 mos.	9,313	150,226	14,528	180,399	185,089	27,104	29,642	3,826	28,715	29,699	9,686	5,375	76,405	148,254	156,283	82.2	84.4	32,145	12,536	8,804	6,772
Chicago, Burl. & Quincy	Oct.	8,710	22,180	1,719	26,159	24,933	3,172	3,130	830	3,987	3,848	1,014	585	8,960	17,682	17,334	67.6	69.5	8,477	4,251	3,688	2,935
	10 mos.	8,738	175,462	16,795	212,249	214,010	28,007	33,744	4,905	37,532	37,010	9,943	6,065	83,493	164,999	170,996	77.7	79.9	47,250	22,473	19,487	17,328
Chicago Great Western	Oct.	1,469	2,931	8	3,173	3,042	482	500	42	427	428	131	125	976	2,091	2,088	66.0	68.6	1,082	444	402	400
	10 mos.	1,469	27,493	96	29,408	31,203	4,602	4,705	445	4,328	4,726	1,316	1,257	9,426	20,396	21,044	69.4	67.4	9,011	3,160	3,595	3,883
Chic., Milw., St. P. & Pac.	Oct.	10,590	20,114	1,035	23,437	23,001	3,693	3,226	435	3,566	3,906	826	497	8,533	17,483	17,275	74.6	75.1	5,954	1,890	3,350	2,263
	10 mos.	10,590	172,398	12,044	204,342	213,768	32,516	35,179	4,335	35,317	37,913	9,000	5,255	81,799	166,977	175,176	81.7	81.9	37,365	15,877	13,614	13,985
Chicago, R. I. & Pacific	Oct.	7,564	15,966	1,286	18,880	18,009	2,602	2,752	209	3,112	2,935	628	539	7,039	14,141	14,140	74.9	78.5	4,739	2,323	1,605	1,237
	10 mos.	7,588	144,896	13,485	173,295	175,671	22,067	25,005	2,437	29,505	29,634	6,257	5,444	68,001	134,401	136,833	77.6	77.9	38,895	15,962	11,185	12,441
Clinchfield	Oct.	293	1,886	....	1,898	2,045	241	205	24	310	417	106	62	454	1,131	1,196	59.6	58.5	766	200	803	847
	10 mos.	293	17,211	3	17,322	19,466	2,290	2,902	218	3,220	3,984	1,026	627	4,261	11,040	12,668	63.7	65.1	6,282	2,026	5,921	6,688
Colorado & Southern	Oct.	716	1,427	55	1,629	1,465	180	180	14	254	201	67	34	656	1,201	1,072	73.7	73.2	428	208	173	162
	10 mos.	716	11,160	696	13,146	13,350	1,755	2,025	183	2,047	2,162	654	346	5,404	10,276	10,555	78.2	79.1	2,870	1,639	1,167	1,010
Ft. Worth & Denver	Oct.	1,362	2,549	175	2,960	2,286	296	289	30	278	307	45	69	1,030	1,808	1,582	61.1	69.2	1,152	454	350	209
	10 mos.	1,362	17,913	1,427	21,463	19,000	2,842	3,257	351	2,782	2,599	448	700	8,293	15,819	15,171	73.7	79.8	5,644	1,843	1,477	1,018
Colorado & Wyoming	Oct.	39	215	....	330	391	18	31	2	37	34	12	1	117	189	210	57.2	53.7	141	84	53	75
	10 mos.	39	1,775	....	2,848	3,827	186	176	28	313	417	121	15	1,036	1,718	2,100	60.3	54.8	1,130	691	401	676
Delaware & Hudson	Oct.	764	3,964	115	4,241	4,985	370	586	61	716	821	188	105	1,461	2,913	3,417	68.7	68.6	1,328	711	599	874
	10 mos.	764	35,508	1,383	38,593	47,368	4,537	5,619	681	6,497	7,755	1,809	1,020	14,822	29,603	33,432	76.7	70.6	8,990	4,428	3,718	7,661
Delaware, Lack. & Western	Oct.	922	5,279	755	6,842	7,754	734	848	154	1,214	1,074	352	191	3,317	5,821	6,175	85.1	79.6	1,021	656	303	796
	10 mos.	926	48,162	7,761	64,136	72,401	7,287	7,914	1,768	10,894	10,501	3,540	1,869	33,606	57,438	61,083	89.6	84.4	6,697	6,591	—1,257	3,761
Denver & Rio Grande West	Oct.	2,155	7,580	212	8,018	8,276	695	651	118	995	1,141	322	237	2,339	4,567	4,689	57.0	56.7	3,451	1,694	1,754	1,662
	10 mos.	2,155	59,269	2,521	63,911	72,426	7,276	8,455	963	9,362	10,674	3,177	2,289	19,965	41,939	45,964	65.6	63.5	21,973	11,181	10,734	13,653
Detroit & Toledo Shore Line	Oct.	50	470	....	528	629	51	69	4	71	79	24	20	210	369	408	70.0	64.8	158	53	25	47
	10 mos.	50	5,069	....	5,515	6,546	597	720	37	713	795	239	205	2,098	3,785	4,091	68.6	62.5	1,730	570	258	559
Detroit, Toledo & Ironton	Oct.	464	1,779	....	1,864	1,830	195	228	27	379	374	140	55	486	1,209	1,239	64.9	67.7	655	106	538	1,629
	10 mos.	464	13,530	....	14,125	18,650	1,986	2,550	281	3,474	4,059	1,334	549	4,407	11,342	13,026	80.3	69.8	2,783	1,053	1,857	4,462
Duluth, Miss. & I. R.	Oct.	554	4,236	1	4,987	7,210	427	573	67	631	729	185	11	1,370	2,715	3,611	54.4	50.1	2,272	1,347	898	1,462
	10 mos	560	28,878	10	33,837	54,542	4,856	5,310	973	6,244	7,659	1,804	121	10,665	24,335	31,300	71.9	57.4	9,502	6,113	3,249	9,819
Duluth, South Shore & Atl.	Oct.	544	606	1	646	580	102	121	12	96	112	26	31	219	474	509	73.3	87.7	172	33	124	22
	10 mos.	544	5,246	23	5,591	6,536	1,063	1,3[illegible]	106	1,012	1,309	262	321	2,081	4,737	5,730	84.7	87.7	854	327	446	249

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted.)

MONTH OF OCTOBER AND TEN MONTHS OF CALENDAR YEAR 1958

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1958	1957	Operating Expenses: Maint. Way and Structures: Total 1958	Total 1957	Deprec. and Retire-ments	Total 1958	Maint. Equipment: Total 1957	Deprec. and Retire-ments	Traffic	Trans-portation	Total 1958	Total 1957	Operating ratio 1958	ratio 1957	Net from railway operation	Railway tax accruals	Net Railway operating income 1958	1957
Duluth, Winnipeg & Pacific	Oct.	175	570	....	577	513	79	106	5	49	60	1	7	183	329	358	56.9	69.7	248	45	113	31
	10 mos.	175	4,999	9	5,064	5,161	856	879	51	591	590	12	70	1,785	3,402	3,426	67.2	66.4	1,661	410	423	422
Elgin, Joliet & Eastern	Oct.	236	3,483	....	4,507	4,967	305	336	31	625	1,038	122	45	1,466	2,731	3,558	60.6	71.6	1,777	945	643	425
	10 mos.	236	26,652	....	34,922	48,371	2,657	3,016	280	9,149	9,506	1,244	434	13,190	28,563	33,354	81.8	69.0	6,359	4,072	1,347	3,956
Erie	Oct.	2,207	12,774	550	14,571	15,405	1,447	1,521	245	2,011	2,347	497	368	6,468	11,045	11,902	75.8	77.3	3,526	1,072	1,805	1,602
	10 mos.	2,207	109,950	5,534	126,254	145,647	14,169	17,538	2,220	19,672	22,665	5,498	3,629	60,958	106,066	118,815	84.0	81.6	20,188	11,049	1,086	9,359
Florida East Coast	Oct.	571	2,152	204	2,577	2,768	427	509	48	545	579	117	85	1,008	2,199	2,322	85.3	83.9	378	166	—10	75
	10 mos.	571	22,218	3,846	28,345	32,266	4,056	4,829	467	5,375	5,835	1,161	869	10,997	22,887	25,322	80.7	78.5	5,459	2,039	1,145	2,075
Georgia Railroad	Oct.	321	620	13	724	688	99	118	8	110	123	35	39	308	594	613	82.0	89.1	130	39	102	71
	10 mos.	321	5,500	152	6,478	7,022	865	1,205	81	1,090	1,341	345	397	2,939	5,674	6,430	87.6	91.6	804	361	662	641
Georgia & Florida	Oct.	332	287	....	293	304	61	65	3	41	38	8	23	82	225	230	76.9	75.9	67	16	31	32
	10 mos.	332	2,674	....	2,730	2,824	693	699	38	360	381	80	224	818	2,275	2,371	83.3	84.0	455	164	78	73
Grand Trunk Western	Oct.	951	3,331	247	4,039	4,838	687	603	58	851	959	105	83	2,191	4,044	4,326	100.1	89.4	—5	344	—812	—423
	10 mos.	951	37,370	2,183	43,218	48,900	7,155	6,798	605	8,438	9,191	926	920	22,717	41,444	44,077	95.9	90.1	1,774	3,571	—7,167	—4,177
Great Northern	Oct.	8,294	25,207	597	27,639	25,100	3,805	4,693	380	3,438	4,083	853	543	7,631	16,451	18,774	59.5	74.8	11,189	5,647	5,287	2,786
	10 mos.	8,278	187,674	8,181	210,382	235,788	32,629	43,273	3,177	38,000	40,148	8,394	5,421	73,291	159,644	179,045	75.9	75.9	50,738	27,377	21,098	21,729
Green Bay & Western	Oct.	219	393	....	405	404	67	69	4	44	55	9	25	128	287	293	70.8	72.6	118	60	34	34
	10 mos.	222	3,749	....	3,859	3,900	750	660	45	492	516	91	248	1,209	2,947	2,825	76.4	72.3	912	404	231	261
Gulf, Mobile & Ohio	Oct.	2,757	6,909	220	7,579	7,747	1,043	1,159	88	1,356	1,530	302	301	2,374	5,434	5,870	71.7	75.8	2,145	1,071	742	531
	10 mos.	2,757	59,549	2,638	66,559	71,259	9,391	10,884	794	13,268	14,762	2,981	3,004	23,389	52,852	56,517	79.4	79.3	13,707	5,582	4,322	4,213
Illinois Central	Oct.	6,497	21,608	1,678	25,502	25,729	3,075	3,884	431	3,675	4,470	587	617	9,101	17,590	19,839	69.0	77.1	7,912	3,590	3,599	1,743
	10 mos.	6,497	180,150	17,390	218,396	242,884	30,355	38,368	4,175	39,700	45,649	9,177	6,165	86,019	173,207	192,204	79.3	79.1	45,189	23,190	17,372	16,140
Illinois Terminal	Oct.	334	1,021	....	1,207	1,246	130	109	19	198	264	31	48	376	813	896	67.4	71.9	394	146	150	103
	10 mos.	337	8,493	131	10,051	10,724	1,162	1,295	126	1,517	2,141	307	488	3,601	7,378	8,425	73.4	78.6	2,673	945	854	698
Kansas City Southern	Oct.	891	3,332	65	3,767	3,748	276	310	49	470	470	106	99	1,188	2,154	2,151	57.2	57.4	1,613	717	717	679
	10 mos.	891	31,146	753	35,226	37,813	2,673	3,216	478	4,675	4,800	1,060	950	11,094	20,699	21,901	58.8	57.9	14,528	6,321	6,279	6,688
Kansas, Oklahoma & Gulf	Oct.	327	478	....	479	432	51	62	7	19	40	12	36	88	220	245	45.9	56.6	259	101	127	78
	10 mos.	327	4,332	....	4,345	4,167	651	650	71	268	327	118	308	928	2,425	2,484	55.8	59.6	1,920	803	764	635
Lake Superior & Ishpeming	Oct.	160	570	....	704	854	54	71	11	55	58	21	2	130	273	314	38.8	36.8	431	243	198	267
	10 mos.	160	3,049	....	3,703	5,243	579	640	114	639	749	211	20	901	2,353	2,773	63.6	52.9	1,349	825	653	1,246
Lehigh & Hudson River	Oct.	96	287	....	288	358	35	44	2	38	29	8	17	109	215	221	74.8	61.6	73	30	6	32
	10 mos.	96	2,697	....	2,701	3,204	341	385	24	369	412	83	179	1,062	2,097	2,192	77.6	68.4	604	232	—10	191
Lehigh & New England	Oct.	177	666	....	671	809	67	70	7	137	219	52	24	252	527	601	78.4	74.3	145	41	259	166
	10 mos.	177	5,562	....	5,623	6,596	674	814	67	1,349	1,824	514	236	2,199	4,932	5,561	87.7	84.3	691	353	1,501	1,624
Lehigh Valley	Oct.	1,130	4,791	199	5,362	5,959	549	753	98	938	801	208	144	2,560	4,428	4,672	82.6	78.4	934	438	298	628
	10 mos.	1,130	43,218	2,237	48,385	57,301	6,093	7,362	987	8,571	10,471	2,043	1,453	25,249	43,759	49,197	90.4	85.9	4,626	4,390	—2,646	1,561
Long Island	Oct.	350	1,140	4,512	5,853	5,701	809	776	106	1,086	1,048	168	39	2,872	5,003	4,855	85.5	85.2	850	339	271	275
	10 mos.	350	10,746	44,113	56,844	55,710	7,924	7,680	990	10,901	10,595	1,682	326	28,358	49,474	47,618	87.0	85.5	7,371	3,472	1,794	2,207
Louisiana & Arkansas	Oct.	746	2,069	39	2,209	2,213	161	232	20	281	292	92	80	682	1,284	1,382	58.2	62.4	924	460	354	331
	10 mos.	746	18,726	419	20,185	22,089	1,831	2,201	258	2,897	3,180	976	783	6,709	13,001	13,822	64.4	62.6	7,185	3,285	2,588	3,290
Louisville & Nashville	Oct.	5,697	19,904	594	22,015	22,151	2,854	3,236	432	4,081	4,731	1,109	478	7,811	16,208	17,754	73.6	80.1	5,808	4,340	2,547	2,320
	10 mos.	5,697	166,223	7,139	187,259	205,070	26,997	30,664	3,020	38,708	44,859	10,656	4,932	75,886	156,018	169,876	83.3	82.8	31,241	23,560	15,403	20,359
Maine Central	Oct.	944	1,792	60	1,987	2,229	397	431	30	361	410	84	29	777	1,688	1,800	84.9	80.7	299	135	146	186
	10 mos.	944	18,982	721	21,015	22,757	3,813	4,390	283	3,758	4,076	841	271	8,093	17,098	18,318	81.4	80.5	3,916	1,822	1,427	1,726
Minneapolis & St. Louis	Oct.	1,391	2,048	16	2,135	1,970	312	294	28	315	329	90	120	691	1,582	1,513	74.1	76.8	552	212	303	200
	10 mos.	1,391	18,316	35	19,013	19,169	2,872	2,778	320	2,983	2,894	891	1,118	6,367	14,641	14,414	77.0	75.2	4,372	2,403	1,698	1,770
Minn., North. & Southern	Oct.	77	378	....	421	440	27	73	2	38	35	13	31	89	219	253	52.1	57.6	201	96	71	65
	10 mos.	77	3,532	....	3,826	4,042	234	635	23	386	341	127	300	853	2,123	2,415	55.5	59.8	1,703	897	653	604
Minn., St. P. & S. S. Marie	Oct.	3,222	4,212	44	4,481	4,291	581	949	48	576	640	139	106	1,425	2,885	3,379	64.4	78.7	1,597	589	922	347
	10 mos.	3,222	33,727	661	36,475	40,249	6,539	8,683	485	6,401	6,935	1,377	1,056	13,866	29,864	32,664	81.9	81.0	6,611	3,078	2,938	2,673
Missouri-Illinois	Oct.	172	514	....	519	620	43	65	4	77	74	37	13	160	307	289	59.1	46.6	212	161	103	165
	10 mos.	172	4,038	....	4,069	5,111	655	540	39	866	822	372	131	1,170	2,944	2,833	72.4	55.4	1,125	868	682	1,143
M-K-T Lines	Oct.	2,919	5,116	80	5,703	5,114	631	724	90	1,101	889	261	191	2,067	4,259	3,968	74.7	77.6	1,444	299	494	300
	10 mos.	3,009	45,145	1,077	51,114	57,179	5,377	9,639	882	9,822	10,110	2,579	1,920	18,609	38,268	46,211	74.9	80.8	12,846	3,495	3,718	2,554
Missouri Pacific	Oct.	9,514	23,402	788	26,806	26,186	3,345	3,881	325	4,090	4,459	1,075	687	9,821	19,031	19,324	71.0	73.8	7,775	2,723	3,703	3,393
	10 mos.	9,545	210,427	8,734	241,544	251,324	35,532	38,426	3,104	41,305	43,757	10,612	6,774	92,592	186,265	192,184	77.1	76.5	55,278	16,976	27,445	30,354
Monon	Oct.	541	1,733	40	1,920	2,036	349	263	25	287	323	78	101	720	1,550	1,562	80.7	76.7	370	147	152	250
	10 mos.	541	14,822	515	16,579	18,595	2,386	2,737	228	2,835	3,113	783	989	6,851	14,012	15,447	84.5	83.0	2,567	911	895	1,039
Monongahela	Oct.	177	359	....	361	532	64	76	13	46	66	11	1	139	274	344	75.9	64.6	87	24	—38	9
	10 mos.	177	3,799	....	3,829	5,265	661	764	121	547	643	111	10	1,573	2,926	3,535	76.4	67.1	903	243	—443	1
New York Central	Oct.	10,498	45,997	6,171	61,342	64,521	5,848	8,192	1,191	9,700	11,912	2,502	1,071	28,181	47,664	54,010	77.7	83.7	13,678	5,560	6,350	3,279
	10 mos.	10,498	399,506	63,674	539,310	623,721	58,469	77,525	12,087	95,800	108,975	25,099	10,340	268,436	462,434	523,665	85.7	84.0	76,877	54,668	4,079	27,942
Pitts. & Lake Erie	Oct.	221	2,932	32	3,097	3,749	258	379	43	1,064	1,074	310	57	1,032	2,632	3,053	85.0	81.4	465	427	956	1,042
	10 mos.	221	24,415	395	25,955	37,638	4,148	5,512	430	9,118	10,579	3,025	742	10,442	26,546	32,282	102.3	85.8	—591	2,729	5,978	8,429
New York, Chic. & St. L.	Oct.	2,179	13,308	117	13,976	16,040	1,357	1,787	185	1,822	2,579	461	380	4,706	8,745	10,640	62.6	66.2	5,231	2,567	2,175	2,246
	10 mos.	2,179	110,742	1,353	116,290	146,334	13,005	16,830	1,858	18,966	24,793	4,495	3,550	45,647	85,922	103,723	73.9	70.9	30,368	13,775	11,878	16,852
New York, N. H. & Hart.	Oct.	1,762	7,341	4,106	13,255	14,233	1,743	1,662	444	1,846	2,319	459	215	6,021	10,702	11,404	80.7	80.1	2,553	962	267	345
	10 mos.	1,762	65,545	41,621	123,197	137,153	15,002	16,187	2,957	19,186	22,195	4,887	2,207	59,079	104,465	111,586	84.8	81.4	18,732	8,952	—3,743	1,903
New York Connecting	Oct.	21	327	....	355	297	83	129	25	12	16	..	..	85	184	219	51.8	73.9	171	89	61	—11
	10 mos.	21	3,002	....	3,223	3,173	1,140	1,038	253	157	166	....	....	870	2,205	2,107	68.4	66.4	1,018	898	—70	114
New York, Sus. & West.	Oct.	106	373	21	406	486	43	13	6	55	56	11	6	192	325	320	80.1	65.8	80	30	—1	61
	10 mos.	113	3,100	271	3,498	4,301	398	423	60	539	577	113	65	1,804	3,103	3,483	88.7	81.0	396	304	—319	24

(Continued on page 28)

a RAILWAY AGE Service Page

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF OCTOBER AND TEN MONTHS OF CALENDAR YEAR 1958

Name of Road		Average milaege operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1958	Total (inc. misc.) 1957	Operating Expenses: Maint. Way and Structures: Total 1958	Total 1957	Deprec. and Retirements	Maint. Equipment: Total 1958	Total 1957	Deprec. and Retirements	Traffic	Transportation	Total 1958	Total 1957	Operating ratio 1958	Operating ratio 1957	Net from railway operation	Railway tax accruals	Net Railway operating income 1958	Net Railway operating income 1957
Norfolk & Western	Oct.	2,138	17,152	219	18,214	21,938	1,883	2,587	325	2,739	3,954	986	360	5,084	10,795	13,781	59.2	62.8	7,419	3,561	5,180	4,688
	10 mos.	2,136	159,191	2,384	169,938	214,436	21,531	28,411	3,293	31,861	41,437	10,278	3,551	50,584	114,595	143,715	67.4	67.0	55,343	28,558	32,651	37,983
Norfolk Southern	Oct.	604	872	....	894	909	208	231	18	134	135	32	49	271	719	724	80.4	79.7	174	93	48	83
	10 mos.	604	7,560	....	7,710	9,008	1,888	2,083	160	1,243	1,328	331	486	2,535	6,712	7,272	87.1	80.7	998	572	111	642
Northern Pacific	Oct.	6,828	16,786	422	18,346	17,023	2,100	2,425	353	3,075	2,876	752	382	6,310	12,785	12,509	69.7	73.5	5,562	3,401	2,428	2,612
	10 mos.	6,828	134,262	5,051	149,751	155,692	19,798	23,688	2,964	27,455	28,412	7,190	3,974	57,592	118,013	126,505	78.8	81.3	31,738	19,756	14,699	15,013
Northwestern Pacific	Oct.	328	1,187	3	1,203	1,017	236	257	19	94	80	2	7	344	707	728	58.8	71.6	496	211	111	30
	10 mos.	329	10,076	31	10,216	10,457	2,482	2,448	193	811	938	26	78	3,273	6,907	7,118	67.6	68.1	3,310	1,074	534	585
Pacific Electric	Oct.	358	1,031	....	1,186	1,201	171	157	24	—6	77	3	20	536	826	908	69.6	75.6	360	114	127	61
	10 mos.	361	9,290	....	10,692	12,474	1,670	1,871	243	526	643	35	195	5,105	8,609	9,890	80.5	79.3	2,084	1,095	—167	76
Pennsylvania	Oct.	9,940	62,235	8,389	80,605	84,207	7,423	10,347	1,428	14,045	17,262	3,006	1,193	34,181	60,993	71,046	75.7	84.4	19,612	5,385	6,384	3,937
	10 mos.	9,943	528,693	88,423	698,557	839,433	75,767	97,583	14,130	136,745	173,052	29,762	12,056	332,204	597,314	704,681	85.5	83.9	101,243	52,244	6,066	43,639
Penn.-Reading S. S. Lines	Oct.	358	608	71	696	822	188	245	24	131	115	27	9	484	884	910	127.0	110.8	—188	68	—426	—293
	10 mos.	358	5,562	1,149	6,929	8,032	2,028	2,212	267	1,226	1,176	267	97	4,875	8,711	9,076	125.7	113.0	—1,782	677	—4,019	—3,584
Piedmont & Northern	Oct.	126	500	....	508	513	53	52	9	31	33	9	29	87	231	237	45.5	46.3	277	129	100	91
	10 mos.	126	4,135	....	4,233	4,389	490	464	75	285	314	90	283	822	2,209	2,219	52.2	50.6	2,024	973	619	648
Pittsburgh & West Virginia	Oct.	132	755	....	763	815	143	133	25	160	134	46	78	233	677	612	88.8	75.0	86	35	64	121
	10 mos.	132	6,606	....	6,669	8,427	1,357	1,246	255	1,490	1,364	465	765	2,192	6,380	6,088	95.7	72.2	289	—65	389	1,319
Reading	Oct.	1,303	8,248	538	9,485	11,462	920	1,763	198	1,622	2,336	401	192	3,967	7,159	9,370	75.5	81.8	2,326	851	1,271	1,453
	10 mos.	1,303	76,918	5,361	88,201	114,865	11,784	16,021	1,955	15,842	21,955	4,828	1,917	40,242	74,464	91,545	84.4	79.7	13,737	3,337	7,336	13,511
Richmond, Fred. & Potomac	Oct.	118	1,200	311	1,825	2,099	151	220	27	279	342	69	31	677	1,280	1,471	70.2	70.1	544	331	162	204
	10 mos.	118	12,269	4,256	19,987	22,595	1,622	2,321	269	2,806	3,291	675	305	7,193	13,427	14,991	67.2	66.3	6,560	3,495	2,204	2,608
Rutland	Oct.	391	423	....	452	450	80	81	8	60	65	18	30	164	363	365	80.2	81.2	90	28	55	48
	10 mos.	391	3,623	....	3,876	4,321	733	855	83	569	608	176	312	1,573	3,454	3,683	89.1	85.2	422	279	96	243
St. Louis-San Francisco	Oct.	4,577	10,297	232	11,293	10,908	1,587	1,337	153	1,735	1,691	608	329	4,036	8,365	8,228	74.1	75.4	2,928	661	1,994	1,319
	10 mos.	4,588	84,646	2,620	94,240	101,022	13,383	13,785	1,594	16,008	16,785	6,101	3,409	38,099	76,860	81,538	81.6	80.7	17,379	6,211	10,000	9,693
St. Louis, S. F. & Texas	Oct.	143	368	3	399	388	28	32	4	23	25	1	24	157	244	242	61.0	62.3	156	65	46	37
	10 mos.	143	3,388	25	3,668	3,750	422	390	16	242	295	11	237	1,488	2,509	2,716	68.4	72.4	1,159	380	216	148
St. Louis Southwest. Lines	Oct.	1,556	5,778	5	5,886	6,051	780	712	95	692	719	186	187	1,772	3,610	3,432	61.3	56.7	2,276	1,057	1,061	1,032
	10 mos.	1,557	48,893	78	49,973	55,425	7,016	7,038	754	6,863	7,480	1,839	1,893	16,394	33,934	35,307	67.9	63.7	16,039	6,484	7,555	8,096
Savannah & Atlanta	Oct.	144	342	....	356	375	57	54	2	64	54	19	16	104	253	249	71.1	66.4	103	42	65	73
	10 mos.	144	3,072	2	3,191	3,386	586	705	16	578	559	193	160	1,014	2,460	2,554	77.1	75.4	732	258	438	525
Seaboard Air Line	Oct.	4,146	11,481	756	13,208	13,538	1,973	1,896	218	2,605	2,671	707	447	4,819	10,499	10,493	79.5	77.5	2,709	1,185	1,433	1,587
	10 mos.	4,129	107,446	10,548	127,353	136,920	18,181	19,182	2,148	25,541	25,595	6,955	4,448	47,088	102,053	103,357	80.1	75.5	25,380	9,167	14,774	17,788
Southern Railway	Oct.	6,273	20,297	686	22,792	22,588	3,350	3,262	350	3,815	3,853	944	476	7,261	16,148	16,368	70.9	72.5	6,644	3,013	3,172	3,031
	10 mos.	6,273	184,580	9,427	209,789	221,662	30,957	30,805	3,093	36,106	40,584	9,414	4,832	70,043	154,195	160,758	73.5	72.5	55,594	21,078	29,872	32,577
Alabama Great Southern	Oct.	328	1,204	26	1,379	1,450	269	317	35	291	335	81	41	457	1,165	1,302	84.5	89.8	214	Cr.83	276	89
	10 mos.	328	11,260	439	12,994	15,211	2,482	2,726	348	3,010	3,306	808	413	4,690	11,669	12,661	89.8	83.2	1,325	790	384	1,302
Cinn., N. O. & Tex. Pac.	Oct.	337	3,046	56	3,317	3,235	673	690	71	678	695	219	83	848	2,480	2,558	74.8	79.1	837	258	716	548
	10 mos.	337	27,128	943	30,013	34,765	6,025	5,743	729	6,747	6,921	2,134	832	8,644	24,206	24,586	80.7	70.7	5,807	2,711	4,278	6,432
Georgia Southern & Fla.	Oct.	397	863	19	957	725	86	34	12	78	80	11	21	285	530	450	55.4	62.1	427	37	188	77
	10 mos.	397	6,723	415	7,813	7,725	1,495	1,883	169	795	831	106	219	2,702	5,806	6,341	74.3	82.1	2,008	383	—203	—607
New Orleans & Northeastern	Oct.	203	804	22	907	1,153	247	218	23	192	149	77	24	256	794	715	87.5	62.0	113	36	123	177
	10 mos.	203	8,474	323	9,499	10,573	1,883	2,016	211	1,968	1,613	686	247	2,442	7,271	7,060	76.5	66.8	2,228	1,179	1,113	1,308
Southern Pacific	Oct.	8,082	43,245	1,894	47,785	46,132	5,815	5,431	792	10,997	9,829	2,368	820	18,204	37,929	35,702	79.4	77.4	9,856	4,673	4,405	4,826
	10 mos.	8,088	379,547	23,900	428,144	440,217	52,758	54,543	5,962	94,681	97,663	23,917	8,091	167,187	344,083	358,568	80.4	81.5	84,060	38,643	39,091	37,931
Texas & New Orleans	Oct.	4,218	11,012	238	11,966	11,800	1,736	1,922	191	1,611	1,582	183	245	4,097	8,281	8,608	69.2	73.0	3,685	1,570	1,168	954
	10 mos.	4,270	103,158	3,016	112,691	116,778	18,761	19,669	2,311	15,944	15,081	1,841	2,547	41,580	84,745	86,673	75.2	74.2	27,946	10,935	6,018	7,304
Spokane International	Oct.	150	252	....	263	305	24	48	3	30	27	5	6	75	151	179	57.4	58.8	112	26	57	57
	10 mos.	150	3,139	....	3,231	3,160	521	578	38	320	309	100	62	817	1,872	1,880	57.9	59.5	1,359	514	584	617
Spokane, Portland & Seattle	Oct.	936	2,777	50	3,005	2,830	456	419	100	534	487	128	34	1,081	2,220	2,128	73.9	75.2	785	219	445	401
	10 mos.	941	24,632	807	27,124	26,731	4,381	4,155	743	4,621	4,460	1,282	340	10,004	20,545	20,092	75.7	75.2	6,579	2,586	3,268	3,137
Tennessee Central	Oct.	286	349	....	370	477	42	68	6	53	74	22	18	119	261	321	70.6	67.3	109	24	45	76
	10 mos.	286	3,222	6	3,380	3,961	414	719	58	497	649	221	183	1,145	2,515	3,078	74.4	77.7	865	232	241	186
Texas & Pacific	Oct.	1,831	5,512	279	6,440	6,638	854	770	150	1,052	992	270	197	2,476	4,943	4,767	76.7	71.8	1,498	617	662	703
	10 mos.	1,831	51,159	2,992	59,930	65,543	8,182	9,335	1,015	10,592	10,907	2,677	1,961	24,170	48,401	50,480	80.8	77.0	11,529	4,289	3,361	5,143
Texas Mexican	Oct.	161	292	....	314	362	73	61	6	40	34	11	12	80	229	214	72.9	59.2	85	49	12	36
	10 mos.	161	2,899	....	3,165	3,186	601	550	58	343	317	106	121	846	2,136	2,032	67.5	63.8	1,029	444	243	292
Toledo, Peoria & Western	Oct.	239	696	....	720	735	100	109	8	49	60	12	50	169	410	431	57.0	58.7	309	143	99	93
	10 mos.	239	6,085	....	6,258	6,463	789	812	50	531	555	120	498	1,561	3,784	3,914	60.5	60.5	2,474	1,011	825	765
Union Pacific	Oct.	9,748	44,868	1,870	49,928	48,273	5,260	5,691	484	8,493	8,177	1,904	1,187	15,933	33,079	32,408	66.3	67.1	16,849	7,931	6,722	5,570
	10 mos.	9,751	363,651	23,465	416,382	432,582	54,192	56,803	6,479	76,653	79,487	18,775	11,804	143,162	307,924	318,560	74.0	73.6	108,458	56,435	34,889	33,271
Virginian	Oct.	608	4,501	....	4,679	5,899	447	648	64	568	716	286	60	861	2,063	2,548	44.1	43.2	2,616	1,421	1,465	1,833
	10 mos.	608	39,781	....	41,534	55,348	4,499	5,757	644	6,593	6,987	2,821	588	8,237	21,173	24,290	51.0	43.9	20,360	10,403	11,497	16,946
Wabash	Oct.	2,392	10,001	392	11,370	11,693	1,096	1,347	117	1,446	1,485	452	350	4,880	8,261	8,388	72.7	71.7	3,108	613	1,689	1,833
	10 mos.	2,392	80,929	3,841	93,070	104,693	10,852	12,184	979	14,410	15,108	4,488	3,480	43,119	76,300	81,113	82.0	77.5	16,770	4,891	4,866	9,194
Ann Arbor	Oct.	294	798	2	811	807	87	96	7	137	180	44	33	367	646	711	79.7	88.1	165	46	99	30
	10 mos.	294	7,161	2	7,330	7,993	807	959	66	1,521	1,673	425	321	3,542	6,432	6,821	87.8	85.3	898	472	282	399
Western Maryland	Oct.	844	4,243	....	4,363	4,729	519	633	67	795	835	283	120	1,298	2,941	3,221	67.4	68.1	1,422	658	1,072	1,123
	10 mos.	844	35,703	....	37,533	46,466	5,166	6,083	578	7,583	8,091	2,781	1,176	12,376	28,500	32,141	75.9	69.2	9,033	4,140	7,428	10,375
Western Pacific	Oct.	1,190	4,842	139	5,105	4,673	499	882	85	669	619	217	218	1,658	3,354	3,554	65.7	76.1	1,750	717	903	538
	10 mos.	1,190	40,076	1,990	43,185	46,560	5,644	7,487	803	6,662	6,449	2,160	2,124	15,237	32,556	34,418	75.4	73.9	10,629	3,624	6,151	6,151
Wisconsin Central	Oct.	1,031	2,921	24	3,160	3,150	293	438	42	396	479	107	93	1,226	2,156	2,380	68.2	75.6	1,005	180	654	386
	10 mos.	1,031	25,016	351	27,046	29,[illegible]	3,336	4 684	431	4,351	4,637	1,043	928	11,[illegible]9	21,601	23,38[illegible]	79.9	79.8	5,445	1,814	2,079	2,[illegible]

CLIFFORD F. HOOD

Portrait by Fabian Bachrach

"U. S. Steel employees invest more than $2,400,000 a month in U. S. Savings Bonds"

"Those enrolled in the Payroll Savings Plan for U.S. Savings Bonds alone save the equivalent of one and one half $25 bonds a month.

"For those investing in U.S. Savings Bonds under the Savings Fund Plan, each is averaging more than one $25 bond per month.

"The response of our employees to the Payroll Savings Plan for Savings Bonds is evidence of their faith in the nation. We are proud of their record in saving systematically in E Bonds, thus participating in a program of planned thrift while helping to build America's power to keep the peace."

CLIFFORD F. HOOD, ***President and Chairman, Executive Committee, United States Steel Corp.***

Today there are more Payroll savers than ever before in peacetime. If employee participation in your Payroll Savings Plan is less than 50% . . . or if your employees now do not have the opportunity to build for their future through the systematic purchase of U.S. Savings Bonds, give your State Director an opportunity to help. Look him up in your phone book. Or write: Savings Bonds Division, U.S. Treasury Dept., Washington, D.C.

RAILWAY AGE

THE U. S. GOVERNMENT DOES NOT PAY FOR THIS ADVERTISEMENT. THE TREASURY DEPARTMENT THANKS, FOR THEIR PATRIOTISM, THE ADVERTISING COUNCIL AND THE DONOR ABOVE.

There is one way to reduce costly delays, equipment damage, right-of-way stoppages . . . and ten major railroads are using it.

You can protect your freight schedules (that's income), safeguard every foot of your right-of-way (that's capital) . . . besides saving maintenance dollars all along the line.

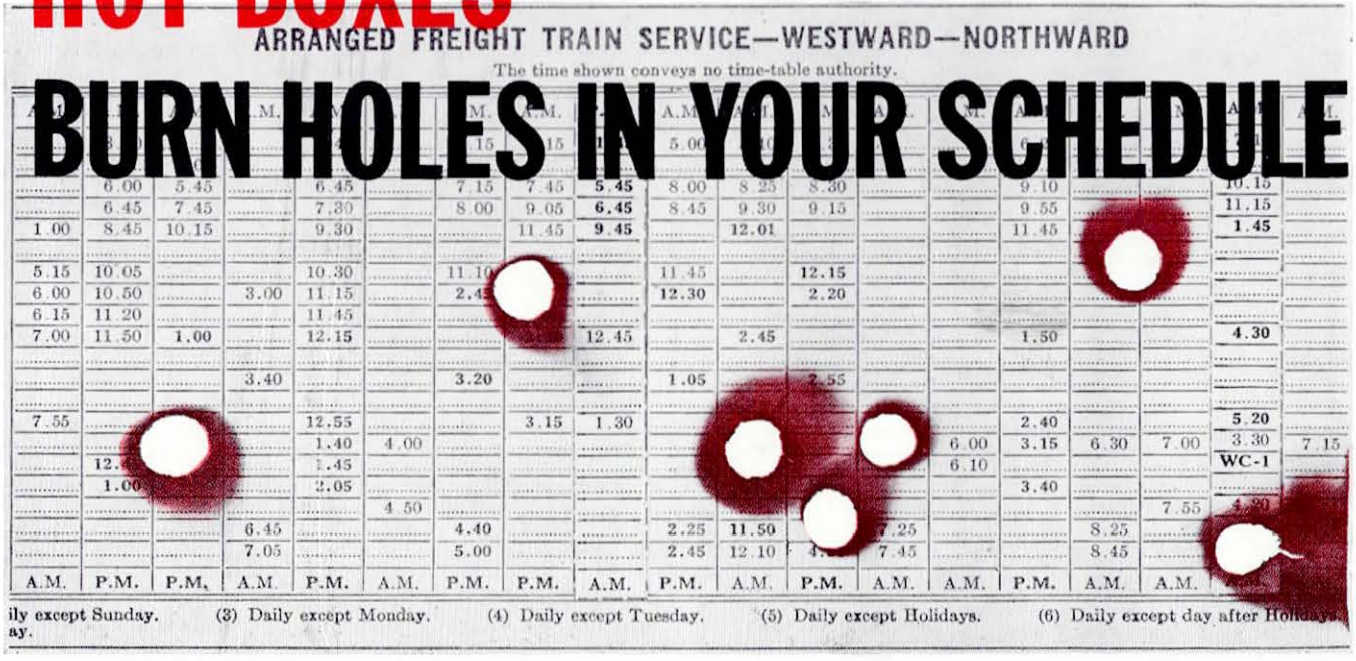
The SERVOSAFE® HOT BOX DETECTIVE* gives early warning by spotting overheated journals before they develop to trouble-making temperature levels.

Located at track-side, automatically scanning every journal box that passes, this dependable infrared device is on duty 24 hours, summer or winter, rain or shine. Train speed may be 6 to 60 miles per hour.

Without any misses – without slowing or stopping trains – the SERVOSAFE® DETECTIVE* precisely locates every potential hot box and instantaneously flashes this information to the control point. Overheating journals can be caught *before* damage results, and a permanent record of the relative temperature of every journal is available for reference.

An investment in SERVOSAFE® HOT BOX DETECTIVE* equipment pays off fast. Get the complete facts on how your road can effectively handle "the biggest single deterrent to orderly train operation".

DON'T LET HOT BOXES BURN HOLES IN YOUR SCHEDULE


ARRANGED FREIGHT TRAIN SERVICE—WESTWARD—NORTHWARD

The time shown conveys no time-table authority.

	6.00	5.45		6.45		7.15	7.45	5.45	8.00	8.25	8.30			9.10			10.15
	6.45	7.45		7.30		8.00	9.05	6.45	8.45	9.30	9.15			9.55			11.15
1.00	8.45	10.15		9.30			11.45	9.45		12.01				11.45			1.45
5.15	10.05			10.30		11.10			11.45		12.15						
6.00	10.50		3.00	11.15		2.4			12.30		2.20						
6.15	11.20			11.45													
7.00	11.50	1.00		12.15				12.45		2.45				1.50			4.30
			3.40			3.20			1.05		2.55						
7.55				12.55			3.15	1.30						2.40			5.20
	12.			1.40	4.00								6.00	3.15	6.30	7.00	3.30
	1.00			1.45									6.10				WC-1
				2.05										3.40			
					4.50												7.55
			6.45			4.40			2.25	11.50		.25			8.25		
			7.05			5.00			2.45	12.10	4.	7.45			8.45		
A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	

ily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Daily except Holidays. (6) Daily except day after Holi
ay.

One of our engineers will be glad to present to you some interesting facts and figures. With these, you can evaluate the economic significance of SERVOSAFE® HOT BOX DETECTIVE* for your road. Please address:

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MARKET OUTLOOK *at a glance*

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Maintenance of Way & Structures	$ 97,759,419	$111,299,673	—12.2
Maintenance of Equipment	143,273,790	153,312,356	— 6.5
Totals	241,033,209	264,612,029	— 8.9

'Balance Transportation,' says Ike

What could be, for the railroads, the best news to come out of Washington in a generation appeared in a paragraph in President Eisenhower's budget message. Here it is . . .

> "**Transportation and Communications**—In recent years, the federal government has had to take actions to meet emergency problems which have arisen in highways, railways and aviation. These actions have sometimes been taken on a partial and piecemeal basis, without full consideration of the impact on other transportation programs. The secretary of commerce, at my request, is undertaking a comprehensive study of national transportation to identify emerging problems, redefine the appropriate federal role, and recommend any legislation or administrative actions needed to assure the balanced development of our transportation system."

The statement as a whole is mild as baby food. Nevertheless, at the end there's a wallop. "Balanced development" of transportation has been, for a generation, the farthest thing from federal government thinking. The word itself is as new to Washington now as "sputnik" was in the fall of '57.

For 30 years transportation development has been the most completely *unbalanced* aspect of the nation's economic activity. It becomes more and more unbalanced year by year. It's the federal government, primarily, that's put its heavy foot on the scales. As long as railroads have to support and re-equip and modernize themselves, entirely out of their own revenues—while federal money flows in an ever-swelling stream into plant for all other forms of transportation—we'll be unbalanced.

To get overwhelming evidence of galloping unbalance in transportation development, the secretary of commerce will not have to delay for time-consuming research. His assistants can collect all the essential facts for him, in a couple of hours, right in his own building. Or, if they can't, he can ring up economist Burt Behling at the AAR and get the information over the 'phone.

America used to be a country where the price you paid for a piece of merchandise covered its total cost. But not any more. When you drive your car—for example—you pay out, maybe, around a half-cent a mile in immediate expense for the use of the highway. The rest of the highway cost is added to your income and property taxes. If you ride the train, the railroad must ask you to shell out for all the costs. But nothing is added to your tax bill. The auto trip just *looks* cheaper. In the same way barge and truck and air transportation are made to seem bigger bargains than they are. And bargains are what the public is looking for.

There's evidence in the budget message that the President understands the problem. For instance, he wants to double the levy on aviation gas to make the government's service to the airlines more nearly self-sustaining. He also wants to up the levy on fuel for highway vehicles, to make the federal highway program solvent.

•

A GOAL TO UNITE UPON: President Eisenhower is now trying to apply the brakes on the trend to ever-increasing federal contributions to everything that can be labeled "welfare," at home or abroad. He will have a tough job. But there isn't any better place for him to start than with transportation. Let's see what plan the Commerce Department can come up with for assuring "the balanced development of our transportation system," including railroads, of course. If authentic and realistic, such a plan would be something the whole railroad industry—and its employees, suppliers and friends—could unite upon, as they did on the 1958 Transportation Act. As 1958 proved, unity gets results. Nothing else does.

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	Nov. 1958	Nov. 1957	% Change
Maintenance of Way & Structures	$ 97,759,419	$111,299,673	—12.2
Maintenance of Equipment	143,273,790	153,312,356	— 6.5
Totals	241,033,209	264,612,029	— 8.9

TTX Gets Pullman-Standard Flats

Three hundred special 85-ft Pullman-Standard flat cars have been put into service by Trailer Train Co., a piggyback car leasing agency. TTX has ordered 400 such cars from P-S and 400 similar cars from ACF. They are designed to hold two 40-ft trailers. The car above is pictured in the Pennsylvania's TOFC yard at Chicago. Pullman-Standard is turning out 12 cars a day on a special welding jig at Butler, Pa. Union Pacific and North American Car Corp. also have ordered the car.

Symes Says Merger Is Best

Coordination of facilities or services between railroads is no substitute for corporate merger, in the opinion of Pennsylvania President James M. Symes.

Mr. Symes, who says he favors mergers "in principle," was commenting in New York last week about the recent shelving of merger talks between his road and the New York Central.

Savings from a PRR-NYC merger would run to around $100,000,000 annually, Mr. Symes said. And, he added, service would be greatly improved, too.

Coordination alone would save nowhere near this amount, he said. For one thing, the need to stay competitive would limit what either road could do, he added.

Mr. Symes' views were outlined at a press conference in which he commented on the Central's Jan. 7 decision to halt the PRR merger study in favor of a broader one embracing all eastern roads (RA, Jan. 12, p. 5).

The NYC board, at that time, said it was asking NYC President A. E. Perlman to recommend such a broader study by the Eastern Railroad Presidents Conference. Meanwhile, the board said coordination with the PRR should be progressed.

This action, which Mr. Symes called "disappointing," was interpreted as ending any NYC-PRR merger, at least for the time being. According to Mr. Symes, the Central's action was taken because "they did not consider the present timing to be favorable to them."

"Obviously," he said, "we cannot hold such a merger action in abeyance so that a time can be picked that is especially propitious to one party." Mr. Symes declined to comment on the broader merger study involving the ERPC. He said he would want to hear more about it first.

Turning to the PRR's outlook for 1959, Mr. Symes said the road expects now that capital expenditures will run about $50,000,000. Much of this will be for freight cars, mostly covered hoppers and gondolas, and for repair work on existing cars. The road's present bad order ratio is around 25 per cent, he said.

The road's passenger deficit in 1958 was approximately $44,000,000—including an estimated $8,000,000 loss from express business.

"We are going to have to do something about this, and it could take the form of pulling out of the Railway Express Agency," Mr. Symes said. "We cannot continue this deficit without doing something about it."

Mr. Symes outlined several legislative proposals on which the PRR would like to see action in 1959.

Among them: progress on S. Res. 303; repeal of the 10 per cent passenger tax; creation of a federal agency to acquire rolling stock for lease to railroads at rentals sufficient to return full costs to the government; creation of a federal department of transportation; and establishment of a federal commission to investigate labor agreements on the railroad—to determine the extent to which featherbedding exists, whether it is a burden on interstate commerce, and what should be done about it.

Chicago Forecasts Boom In Freight Exports

Export freight movements through Chicago ports (1,636,547 tons in 1956) may total some 3,636,000 tons by 1965, according to a study prepared by the Chicago Association of Commerce and Industry.

Because of the large proportion of export tonnage now moving from the Midwest to eastern ports by rail, the study notes, "eastern railroads will experience some diversion of traffic to the (St. Lawrence) Seaway. On the other hand, western railroads will continue to participate or may experience an increase in hauling export freight to Chicago."

According to the survey, 70.5 per cent of the general cargo export tonnage moving out of the 15-state Chicago tributary area moved by rail in 1956. Some 37 per cent of the total tonnage moved through eastern ports.

Eastern railroads, however, are moving to protect their traffic in advance of the April Seaway opening. A. E. Baylis, New York Central vice president, said last week that rate adjustment studies are in the final stages. Already, he indicated, the studies have turned up several rate reduction possibilities: 10 per cent on automobiles to England, 40-50 per cent on export grain movements.

Adjustments, he said, might involve long-haul rates, seasonal rates, volume or contract rates, or point-to-point rates.

RR-Employee Communication Poor, Says GN President

Great Northern President John M. Budd last week called for better communication between railroads and their employees.

"Unfortunately," he said, "much of [employees'] basic information now comes only from the unions."

GN's president cited three specific areas of labor problems:

- "The rates of pay for unskilled workers have been increased at too rapid a rate, leaving too little differential between skilled and unskilled

workers. This, plus the strict seniority that is written into almost all of our contracts, reduces incentive. We find men refusing promotion."

- The mileage basis of pay is out of line. "Rates have not been adjusted to reflect the greater productivity of modern machines and tools with which the employees are working . . ."
- "We have on our payrolls unnecessary employees. For instance, there are extra brakemen required by law in some states. Firemen perform little or no useful work on diesel locomotives."

As for labor's actual productivity in recent years, Mr. Budd cited a comparison of traffic units produced per man-hour and per wage dollar. Since 1890, he said, the number of units per man-hour has doubled about every 20 years—but the productivity per wage dollar presents "quite a different story. There was an increase from 1890 to about 1910, then a sharp decrease to 1925. From the middle '20s continuing through the depression and the Second World War, with fairly steady wage rates, productivity per dollar of wages about doubled. Since then, the rapid increase in wages has far outstripped our ability to improve productivity, and the number of traffic units per dollar of wages was at its very lowest in 1958.

"The need for further mechanization of some of our work to increase the productivity per dollar of wages is quite obvious."

Engineers, CNR Agree on Wage Hikes, Rule Changes

The Canadian National and the union representing more than 1,000 CNR engineers in the Western Region have signed a three-year agreement providing for wage increases and rule changes.

Details of the agreement, which expires April 30, 1961, were not specified. The announcement was made jointly by W. T. Wilson, CNR's vice-president-personnel, and John Marshall, assistant grand chief engineer, Brotherhood of Locomotive Engineers.

Meanwhile, Grand Chief Guy L. Brown has again told members of the Brotherhood that certain working rules are outmoded. He urged greater management-labor cooperation in solving industry problems.

Mr. Brown said a BLE national wage committee will be named sometime in February. He asked Brotherhood general committees to begin consideration of working rule changes on their respective properties.

The wage group, he said, "will be charged with seeing that we improve our position or at least hold our own."

Crewless Trains for New York?

The world's first regularly scheduled "crewless" trains may soon be running beneath the sidewalks of New York.

The city's Transit Authority announced last week that it is exploring the possibility of converting 725 miles of running track in the subway system to completely automatic operation.

It is now proposed to convert the Times Square-Grand Central Terminal shuttle subway line as a pilot automation project. This could be accomplished in less than a year at a cost of some $1,000,000, according to Transit Authority Chairman Charles L. Patterson.

Conversion of the remainder of the system would come about gradually.

As Mr. Patterson puts it:

"The automated shuttle the engineers are now studying would use existing cars, tracks and platforms with some comparatively minor modifications.

"The entire operation would be automatic and controlled by electronic and mechanical devices installed in the cars, on the platforms and on the tracks. The trains would be dispatched by an automatic mechanism into which the desired schedule would be fed.

"Door openings and closings, starting, running, stopping, time in station —the entire cycle of the shuttle operation would take place automatically with no one on the train if we so desired it."

While conversion of the shuttle trains to automatic operation needs only the approval of the Board of Estimate to become a reality, extension of the idea to mainline operation would require additional engineering studies. But Mr. Patterson said engineers did not feel the difficulties would be "insurmountable."

Complete automation of the subway system, he estimated, would mean elimination of 90 per cent of the 3,100 motormen and 75 per cent of the conductors and conductor-platform men the Transit Authority now employs.

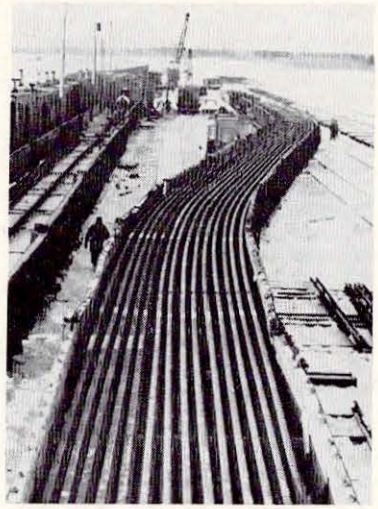
The Transport Workers Union has already protested.

The idea of automatic trains is not new, though the high costs involved—in addition to obvious labor problems —has so far prevented its adoption on a large scale.

In Germany, some yard switchers are automatically operated—and successful crewless train demonstrations have been conducted both in the United States and Europe.

The U. S. demonstration was conducted on a New Haven line in December 1955 by the Union Switch & Signal Division of Westinghouse Air Brake Co.

Last fall, at the Signal Section convention in Chicago, Vice President George W. Baughman of Union Switch & Signal went into the subject of crewless rapid transit trains. He said automatic operation would involve having "an employee on each station platform who would have manual controls so he could override the automatic operation if and when that appeared desirable."



Ribbons of Steel

Canadian National recently tested these lengths of welded rail for use in its Atlantic Region. The rails were checked for safe handling around curves and in switching operations. The first of the 132-lb Dosco-built rails will be welded in 1,170-ft lengths and laid on 14 miles of Springhill subdivision track (RA, Jan. 19, p. 146). Welded rail in 504-ft lengths will also be installed at the new electronic hump yard at Moncton.

NIT League Group Urges RR Action on Car Supply

A National Industrial Traffic League committee has called for immediate action by the railroads to avert a possible serious car shortage this year. NITL's Transportation Instrumentalities and Car Service Committee made the request in a meeting with members of the General Committee, Operations-Transportation Division, AAR.

Shipper representatives called attention to "the deteriorating bad order car situation, the steadily declining total of serviceable cars available for loading and the decreasing number of new cars on order."

Yvon E. Juge
FW&D

Gerald D. Johnson
GN

Robert H. Taylor
Lackawanna

M. W. Scott
NP

People in the News

AKRON, CANTON & YOUNGSTOWN.—**F. Fairfax Lentz,** general superintendent, elected vice president—operations, Akron, Ohio, succeeding **Harold G. Watkins,** who retired last July.

ATLANTA & WEST POINT—WESTERN OF ALABAMA—GEORGIA.—**Harold W. Diffenderfer** appointed assistant general industrial agent, Atlanta, Ga.

BALTIMORE & OHIO.—**J. A. MacAnanny,** assistant trainmaster, Cumberland division, Brunswick, Md., promoted to trainmaster, Buffalo division, East Salamanca, N. Y., succeeding **D. E. Sheeran,** transferred to the Ohio division at Chillicothe, Ohio. Mr. Sheeran replaces **J. R. Potter,** retired.

Howard E. Exley, assistant to general manager, Eastern region, Baltimore, retired Feb. 1.

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA.—**Herbert Henry Griffin** appointed assistant chief commissioner.

BOSTON & MAINE.—**Robert G. Bleakney, Jr.,** attorney, appointed general attorney. **Arthur E. Regan, Jr.,** assistant tax commissioner, named property tax commissioner.

BRITISH COLUMBIA ELECTRIC.—**Robert G. Scott,** manager of sales engineering and promotion, appointed assistant general sales manager, to succeed **C. Alex Manson,** named rate engineer (RA, Jan. 19, p. 138).

FORT WORTH & DENVER.—**Yvon E. Juge,** assistant freight traffic manager, appointed freight traffic manager, Fort Worth, Tex., succeeding **C. S. Edmonds,** who retired Jan. 31. **Joseph V. Maxwell,** assistant freight traffic manager, Houston, Tex., transferred to Fort Worth.

GREAT NORTHERN.—**John M. Hagen,** assistant to the advertising manager and editor of the Great Northern Goat, named assistant advertising manager, succeeding **Ivan A. Coppe,** who retired Dec. 31, 1958. **Daniel F. Musch** named public relations representative and will also replace Mr. Hagen as editor of the Goat.

Gerald D. Johnson, Western traffic manager, Seattle, appointed general freight traffic manager in charge of sales and service, St. Paul. **Robert W. West,** general freight agent, Seattle, named to succeed Mr. Johnson, and in turn is succeeded by **George W. Ploudre,** general agent, Seattle. Mr. Ploudre's successor is **John K. Cutforth,** general agent, Milwaukee. **Mal M. Scanlan,** general freight agent, St. Paul, named assistant general freight traffic manager, and **William E. Nicholson,** general freight traffic manager, appointed freight traffic manager.

Robert J. Turk, electrical engineer—Lines West, Seattle, appointed electrical engineer—system, St. Paul. **Russell D. Talley,** electrical engineer—Lines East, St. Paul, named assistant electrical engineer—Lines East there. Their former positions abolished.

R. A. Johnson appointed engineer—signals and communications, effective Feb. 1.

LACKAWANNA.—**Philip D. Jonas,** comptroller, New York, elected vice president and comptroller.

Robert H. Taylor, assistant passenger traffic manager, New York, promoted to passenger traffic manager there, succeeding **Walter H. Dominick,** who retired Jan. 31.

Neil A. Mitts, general eastern passenger agent at 500 Fifth Avenue, New York, named general passenger agent, general offices, 140 Cedar Street, New York.

NORTHERN PACIFIC.—**M. W. Scott,** assistant to general manager, St. Paul, named to the newly created position of assistant to vice president—joint facilities there. **W. W. Walters,** assistant superintendent, Rocky Mountain division, Missoula, Mont., named to succeed Mr. Scott, and is replaced by **L. L. Wollschlaeger,** trainmaster, Minneapolis. Mr. Wollschlaeger's successor is **E. P. Hughes,** assistant trainmaster, Seattle.

L. S. Kiser, assistant to special sales representative for piggyback service, St. Paul, appointed special sales representative for piggyback service, Billings, Mont.

OBITUARY

Lee Robinson, 75, retired general superintendent of diesel power and equipment, **Illinois Central,** died Jan. 10 in Illinois Central Hospital, Chicago.

Kenneth Deline, 54, system spervisor of carloading, **Santa Fe,** Chicago, died Dec. 27, 1958 at Buffalo, N. Y.

Mervin E. Gustaveson, 50, vice president and general manager, **Chicago & Illinois Midland,** died Jan. 19 at Rochester, Ill.

G. Howard Ingalls, 54, assistant vice president—freight sales and service, **New York Central,** Detroit, died Jan. 17 in Ford Hospital in that city.

Edwin H. Moot, retired general passenger agent, **Great Northern,** Chicago, died Jan. 19.

George B. Harley, retired special assistant to vice president, **Pennsylvania,** Philadelphia, died Jan. 24 after a long illness.

Dr. Irwin D. Siminson, 64, retired chief surgeon, **New York Central,** Chicago, died Jan. 26 at his home in Mineral Point, Wis.

Supply Trade

Thomas E. Peacock, manager of market research, has been appointed to the newly created position of marketing manager at Exide Industrial division of the **Electric Storage Battery Company,** Philadelphia.

Kennecott Wire & Cable Company has become an operating division of the **Okonite Company,** subsidiary of Kennecott Copper Corporation, Passaic, N. J. **A. F. Sheldon,** Kennecott's head, has been named administrative executive at the Phillipsdale, R. I., plant, reporting to **R. Stuart Keefer,** president of Okonite.

Fred W. Bainbridge, assistant vice president, **Pullman-Standard Car Manufacturing Company,** has been promoted to assistant vice president and sales manager of the railroad division. **J. James Stallmann,** assistant to advertising manager, has been appointed advertising manager, succeeding **Hugh W. Foster,** named manager of marketing services, Sales Department (RA, Jan. 12, p. 31). **Michael O. Jolivette,** formerly assistant advertising manager, Binks Manufacturing Company, Chicago, named to succeed Mr. Stallmann.

Eugene Korzenko has been named sales engineer, **Brandon Equipment Company, Inc.,** Chicago.

W. H. Schomburg has been promoted to assistant general sales manager of **Dana Corporation,** Toledo, Ohio, replacing **L. L. Dodge,** named vice president—administration. Mr. Schomburg was formerly product sales manager, universal joints, Toledo.

Joseph L. Block, president and chief executive officer, **Inland Steel Company,** has been elected chairman and remains as chief executive officer. **Philip D. Block, Jr.,** senior vice president in charge of raw materials, has been elected vice chairman, and is succeeded by **Carl B. Jacobs,** general manager of raw materials. **John F. Smith, Jr.,** vice president in charge of sales, elected president. **Robert M. Buddington,** general manager of sales, named to succeed Mr. Smith. **Francis M. Rich,** general manager, Indiana Harbor Works, has been named vice president in charge of steel manufacturing, to succeed **Hjalmar W. Johnson,** elected vice president in charge of planning and research. **Lemuel B. Hunter,** assistant to president, has been elected to the newly created position of vice president-administration.

Paul A. Cavett, vice president, **Equipment Research Company,** and **Stanford C. Nelson,** formerly in the sales department of **Pullman-Standard Car Manufacturing Company,** have been appointed sales representatives for the **Peerless Equipment Division** of **Poor & Company. Jack S. Johnson,** formerly mechanical inspector of the **Pullman Company,** named field engineer.

Bruce S. Borland has been elected treasurer of **General American Transportation Corporation,** replacing **E. E. Schulz,** retired.

OBITUARY

Walter L. Gunnison, 65, operating manager of **Enterprise Railway Equipment Company,** Chicago, died Dec. 24, 1958.

Lawrence L. Neebe, Sr., 66, who retired in April 1957 as chief engineer, **Magnus Metal Division** of **National Lead Company,** died Jan. 18 at his home in Fort Lauderdale, Fla.

Howard G. Pickett, 70, sales engineer of the **General Railway Signal Company,** New York, died Jan. 19.

This Month

Highlights from other railway publications of Simmons-Boardman for February

HUMP CAB SIGNAL controls are different on the Chicago & North Western. Instead of controls being inductively picked up from a wire running along the hump lead, the C&NW feeds the a.c. signal in the rails towards the rear of the locomotive as it is pushing a train toward the hump. Receivers are mounted behind the rear truck of the locomotive for pick up. This is contrary to usual cab signal practice, in which receivers are mounted ahead of the front truck.

—Railway Signaling & Communications

•

MECHANIZATION of track work is a special problem on short lines because of their relatively limited financial resources. The Tennessee Central solved the problem to its satisfaction by acquiring machines capable of doing a variety of jobs.

—Railway Track & Structures

•

NEW CAR SHOP speeds Erie's heavy freight car repairs at Meadville, Pa. The $4,000,000 facility, designed for production-line operation, can handle 14 cars per 8-hr shift.

—Railway Locomotives & Cars

•

A BEHIND-THE-SCENES look at the complex testing and development procedures which must be carried out before a new diesel lubricant is placed on the market. A leading research engineer tells what a new lubricant must be designed to do and how it is formulated in the laboratory.

—Railway Purchases & Stores

•

CARRIER TELEGRAPHY is becoming more important than ever as a means for data transmission. Carrier enables a railroad to obtain more circuits from a pair of wires than is possible by using only the physical circuit. How carrier telegraph operates and the problems encountered in its operation are of importance to all communications department personnel, and others who are concerned with data transmission.

—Railway Signaling & Communications

•

WHAT IS THE STEEL outlook for the year ahead? What can railroads expect in the way of steel availability and prices? Max D. Howell, executive vice president of the American Iron & Steel Institute, presents an exclusive forecast for '59.

—Railway Purchases & Stores

FARE EXPERIMENTS *(Continued from page 9)*

operating cost to the railroad. Costs are still rising, some PTO's contend—and pricing must be related to the cost of providing the service. Therefore, fare cuts aren't justified at present on a cost basis—or on a basis of prospective traffic levels (to make up revenue lost in a 20 per cent fare reduction, one PTO noted, a road would need a 20 per cent increase in patronage and that potential isn't evident).

Actually, a number of PTO's are viewing with relief the self-imposed moratorium on new fare revisions. They're echoing the passenger man who saw confusion coming some six weeks ago in commenting that "I wish there was one system we could all agree on" (RA, Dec. 15, 1958, p. 20).

Thus, far, there's no indication as to what form compromise—if any—might take. The traditional coach and first-class structure is crumbling in all but a few areas. But some of the principal western passenger carriers—Burlington among them—are far from ready to shift to a common fare system.

If any plan can be considered out in front now, it may be the reduced rate first-class round trip proposal championed by Rock Island. This plan now prevails on the highly-competitive Chicago-Denver run, as Milwaukee and UP late last week filed application for short notice approval of round-trip fares equal to 140 per cent of one-way fares.

As one passenger traffic officer pointed out, it may well be that a solution must be worked out by starting with the fare structure in the pre-experiment days—before individual efforts to boost passenger volume muddied the fare picture. Even that approach, however, wouldn't solve the basic two-level vs. one-level fare argument. And it wouldn't clear up the competitive pricing problem presented by such special cars as Burlington's Slumbercoaches or MoPac's Thrift-T-Sleepers. If the two-level system is to survive, some form of intermediate fare may be needed to cover such specials. Milwaukee had an in-between fare for Touralux cars on the "Olympian Hiawatha," until the road began honoring coach tickets in Touralux late last year.

Rock Island, however, shows no inclination to back off on its fare experiments. "We cannot retreat from our position," a Rock Island officer declared. "Our position has been stated. We've got our rates in and we're going to keep them in."

Anyway it's cut, the argument boils down to a difference in theory between:

- Roads which believe passenger profit lies in reduced fares and increased volume; and
- Roads which defend two-level fares on a cost-pricing basis and oppose fare cuts as a dissipation of revenue. Enough new volume to offset lower per-passenger revenues, they believe, just isn't available in the rail travel market.

Most PTO's, however, don't seem pessimistic about the chances for a compromise approach.

October Accidents

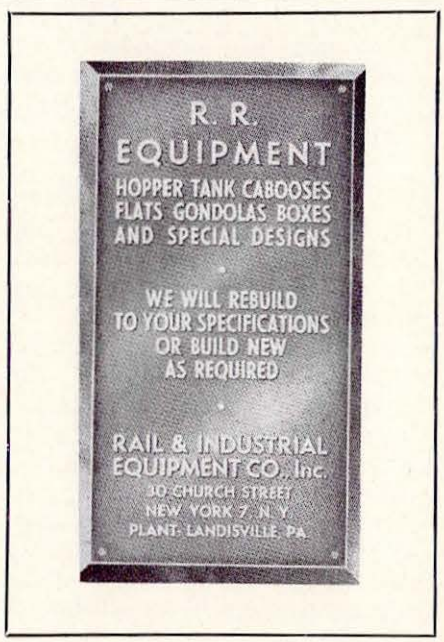
The ICC has released its Bureau of Transport Economics and Statistics' preliminary summary of railroad accidents for October and last year's first 10 months. The compilation, subject to revision, follows:

Item	Month of October 1958	10 months ended October 1958
Number of train accidents*	324	2,995
Number of accidents resulting in casualties	35	260
Number of casualties in train, train-service and nontrain accidents:		
Trespassers:		
Killed	68	629
Injured	70	578
Passengers on trains:		
(a) In train accidents*		
Killed	—	46
Injured	51	413
(b) In train-service accidents		
Killed	3	10
Injured	89	962
Employees on duty:		
Killed	9	145
Injured	1,139	10,497
All other nontrespassers:**		
Killed	130	1,086
Injured	359	3,230
Total—All classes of persons:		
Killed	210	1,916
Injured	1,708	15,680

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of more than $750 to railroad property. Only a minor part of the total accidents result in casualties to persons, as noted above.

**Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:		
Killed	123	1,013
Injured	326	2,424



You Ought To Know...

Milwaukee will extend its Flexi-Van service to the Pacific Northwest at an earlier date than originally planned. Rate proposals have been filed in anticipation of a mid-March starting date for service between Chicago-Milwaukee and Spokane-Seattle-Tacoma. Additional Flexi-Van equipment has been ordered in advance of the service expansion.

The Erie has sold its freight-forwarding subsidiary, the National Carloading Corporation, to the Atchison, Topeka & Santa Fe. The Santa Fe acquired the business through its wholly-owned Chanslor-Western Oil and Development Company subsidiary.

Trains will be rolling over the Southern Pacific's new 13-mile solid earth embankment across Utah's Great Salt Lake by July, says SP President Donald J. Russell. Fill work was 90 per cent complete at the beginning of 1959.

Congress may hear the plight of the Chicago North Shore & Milwaukee. CNS&M has petitioned the ICC for authority to abandon its line. But a Wisconsin Congressman says he'll introduce a bill aimed at keeping the deficit-ridden commuter road in operation for at least another year.

The state of California has ended an 11-year-old controversy and averted a threatened BRT strike by offering to pay a Belt Line (San Francisco) switchman the full amount of a National Railroad Adjustment Board award. The employee, discharged in 1947, was awarded approximately $48,500 in back pay. The state first agreed to pay only $13,000, contending that the switchman's earnings (as a cab driver) during the 11-year period should be deducted from the total awarded.

"Crash programs" in railroad research and technology were urged last week by C&O Vice President Owen Clarke. "Whether or not the railroads are busy and making a profit 20 or 30 years from now will be determined perhaps more by what happens in the laboratory than in the accounting, sales or traffic departments," he told the Utilities Division of the Cleveland Engineering Society.

The "General Pershing" is home from the wars. The Army's famous locomotive has earned an honorable discharge after more than 40 years service. Built by Baldwin Locomotive Works, the doughty 65-ft unit first went overseas with the AEF in France during World War I. It is now returning from Korea and will spend its retirement at the National Railroad Museum, Green Bay, Wis.

Two new time freights have been added by the Minneapolis & St. Louis between Minneapolis, Minn., and Peoria, Ill., in effect doubling the through-freight service offered. President A. W. Schroeder called the move M&StL's "most significant expansion of freight service since 1945." The new trains, he said, represent "a half-million dollar a year investment in the future of the economy of the upper Midwest."

Organized labor's influence on national policy came in for heavy criticism from Lackawanna President P. M. Shoemaker last week. He told the Delaware State Chamber of Commerce: "The individual laboring man is rapidly losing his freedom, and if the present trend toward labor socialism cannot be arrested, great changes in our social existence will be inevitable."

A cash award of $3,236.21 has been won by Thomas White, a Bangor & Aroostook mechanical department clerk. Mr. White suggested that the insulating canvas strips around reefer doors and hatch plugs be applied with an air-powered stapling gun. Time saved over the former hammer-and-nails method saved the BAR $6,500.42 last year, of which Mr. White received approximately half.

The last narrow gage common carrier west of the Rockies may soon be discontinued. Southern Pacific has asked ICC permission to discontinue its Keeler Branch in California's Owens Valley and to substitute truck service by its Pacific Motor Trucking Company. The 70.4-mile freight line is known as "The Slim Princess."

Railroad tax relief may be forthcoming in West Virginia. A bill now in the State Senate would (1) eliminate a statutory requirement that railroads pay a "privilege" tax of one-half of 1 per cent on the assessed value of their state properties, and (2) cut from 4 per cent to 1½ per cent of net income earned in the state the tax the railroads now pay under another section of the "privilege" tax law.

A "decided decline" in Baltimore & Ohio carloadings since last November is reported by B&O President Howard E. Simpson. He says the decline is sharper than the anticipated seasonal drop.

Division of intrastate freight revenues between the BAR and the Maine Central is the subject of a complaint filed by the latter with the Maine Public Utilities Commission. The Maine Central says divisions agreed on many years ago to permit the BAR to develop its territory in northern Maine are now "unduly favorable to the defendant, and disproportionately high for the part of the service it performs."

Determination of a single date each year upon which all of the 190 traffic clubs would simultaneously hold their annual dinners has been asked of the Associated Traffic Clubs of America by the chairmen of the Traffic Executive Association — Eastern Railroads, the Executive Committee — Western Traffic Association and the Southern Freight Association. The request has been made to relieve "what has come to be in so many cases a serious drain upon the time" of company officers. The sponsors suggest that officers can "attend in turn, year by year, the annual dinners of the clubs within their respective areas of operations."

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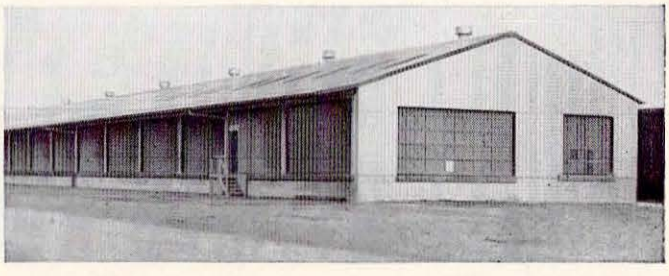
Erman-Howell Div. of Luria Steel & Trading Corp. 37
General Railway Signal Co. 20, 21
General Steel Castings 11
Integrity Tool and Equipment Co. 37
Jackson Vibrators, Inc. 6
Rail & Industrial Equipment Co. 35
Railway Educational Bureau 37
Servo Corp. of America 30
Standard Oil Co. (Indiana) 3
Striegel Supply & Equipment 37
Symington-Gould Co. ..... Inside Back Cover
Timken Roller Bearing Co. 14, 15
Union Switch & Signal Div. of Westinghouse Air Brake 4
Weiss Co., B. M. 37

Nothing standing in the way of efficiency



Butler Metal Buildings

The top picture tells you the story. Interiors of Butler Buildings are open for business—*wide-open*, unobstructed by columns or overhead trusswork. Process freight swiftly over their clear, clean cross-docks; run whole trains through them for maintenance checks. Use them for storage, office space, living quarters, wherever you need economical, efficient shelter.

The freight houses above, in Williams Lake and Vancouver, are Butler Buildings belonging to Pacific Great Eastern.

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'Balance Transportation,' says Ike

What could be, for the railroads, the best news to come out of Washington in a generation appeared in a paragraph in President Eisenhower's budget message. Here it is . . .

> "**Transportation and Communications**—In recent years, the federal government has had to take actions to meet emergency problems which have arisen in highways, railways and aviation. These actions have sometimes been taken on a partial and piecemeal basis, without full consideration of the impact on other transportation programs. The secretary of commerce, at my request, is undertaking a comprehensive study of national transportation to identify emerging problems, redefine the appropriate federal role, and recommend any legislation or administrative actions needed to assure the balanced development of our transportation system."

The statement as a whole is mild as baby food. Nevertheless, at the end there's a wallop. "Balanced development" of transportation has been, for a generation, the farthest thing from federal government thinking. The word itself is as new to Washington now as "sputnik" was in the fall of '57.

For 30 years transportation development has been the most completely *unbalanced* aspect of the nation's economic activity. It becomes more and more unbalanced year by year. It's the federal government, primarily, that's put its heavy foot on the scales. As long as railroads have to support and re-equip and modernize themselves, entirely out of their own revenues—while federal money flows in an ever-swelling stream into plant for all other forms of transportation—we'll be unbalanced.

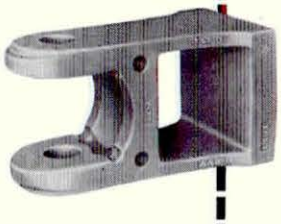
To get overwhelming evidence of galloping unbalance in transportation development, the secretary of commerce will not have to delay for time-consuming research. His assistants can collect all the essential facts for him, in a couple of hours, right in his own building. Or, if they can't, he can ring up economist Burt Behling at the AAR and get the information over the 'phone.

America used to be a country where the price you paid for a piece of merchandise covered its total cost. But not any more. When you drive your car—for example—you pay out, maybe, around a half-cent a mile in immediate expense for the use of the highway. The rest of the highway cost is added to your income and property taxes. If you ride the train, the railroad must ask you to shell out for all the costs. But nothing is added to your tax bill. The auto trip just *looks* cheaper. In the same way barge and truck and air transportation are made to seem bigger bargains than they are. And bargains are what the public is looking for.

There's evidence in the budget message that the President understands the problem. For instance, he wants to double the levy on aviation gas to make the government's service to the airlines more nearly self-sustaining. He also wants to up the levy on fuel for highway vehicles, to make the federal highway program solvent.

•

A GOAL TO UNITE UPON: President Eisenhower is now trying to apply the brakes on the trend to ever-increasing federal contributions to everything that can be labeled "welfare," at home or abroad. He will have a tough job. But there isn't any better place for him to start than with transportation. Let's see what plan the Commerce Department can come up with for assuring "the balanced development of our transportation system," including railroads, of course. If authentic and realistic, such a plan would be something the whole railroad industry—and its employees, suppliers and friends—could unite upon, as they did on the 1958 Transportation Act. As 1958 proved, unity gets results. Nothing else does.



Y-37 Yoke for
Twin Draft Gear

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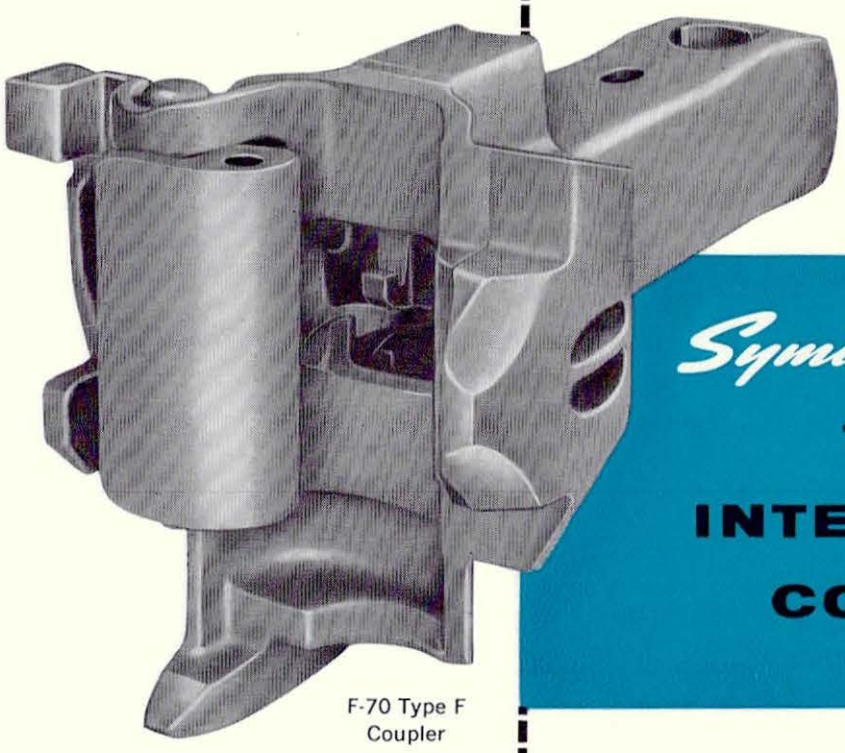

F-70 Type F
Coupler

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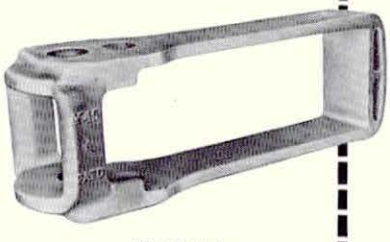
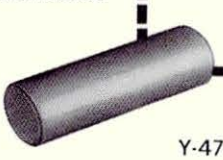
COUPLERS

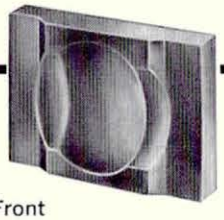
Symington-Gould Type F Interlocking Couplers help reduce free slack, provide threefold anti-creep protection. Easier operating, these couplers provide greatly increased strength and service life. The interlocking feature prevents vertical slipovers, keeps cars in alignment. Safety shelf on F Coupler is designed to support mated coupler in event of pull-out.



Y-45 Yoke
Standard Pocket



Y-47 Coupler
and Yoke Pin



Y-46 Front
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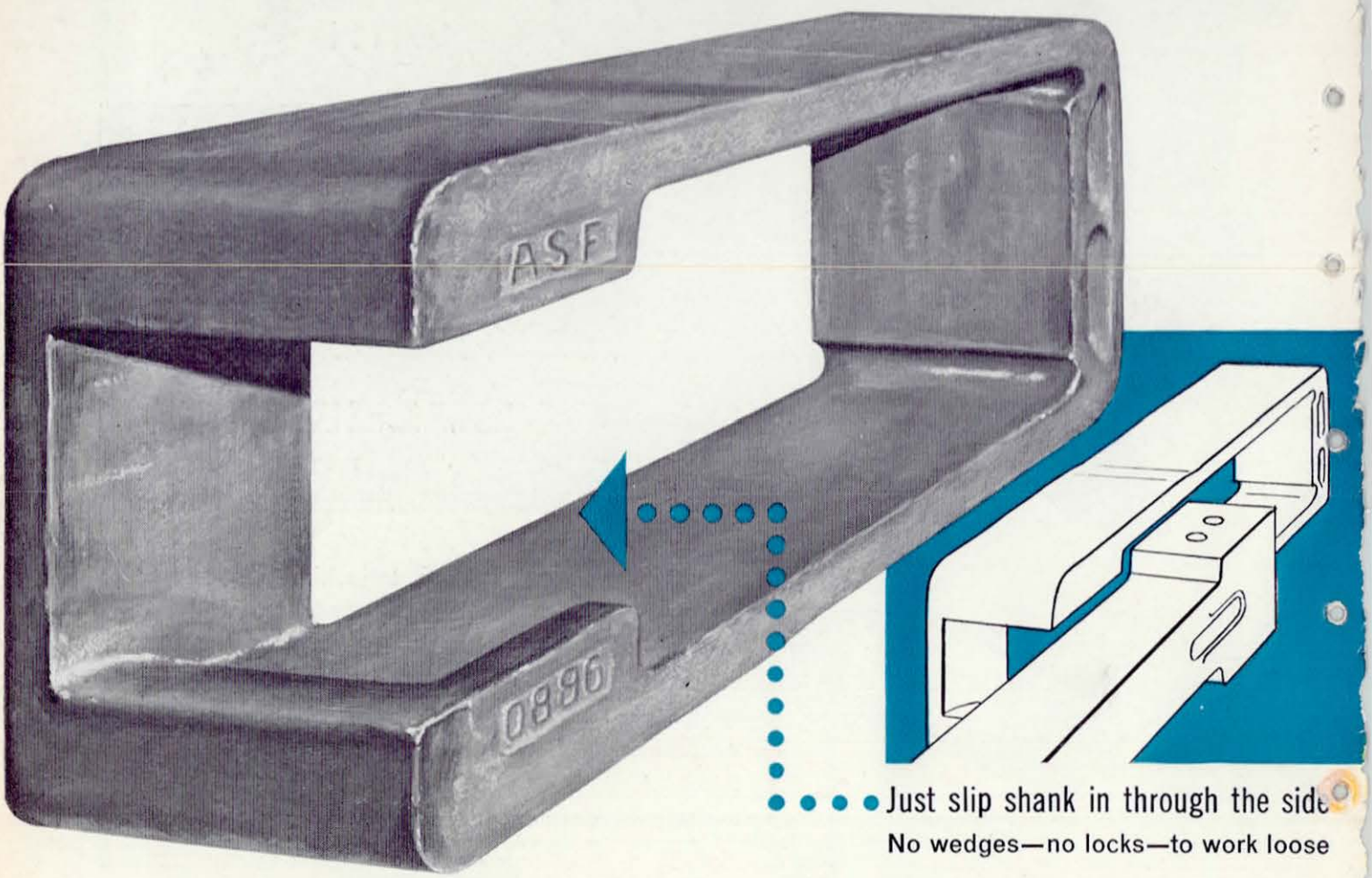

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